Airfield Research Group Ltd

ARG Research Note No.23: RAF Oakington Gazetteer of Surviving Structures

Paul Francis – June 2011

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Plate 1: Watch Office with Meteorological Section and modern visual control room
July 1976

PREFACE

This report has been commissioned by WSP Environmental Ltd. to provide baseline information for the redevelopment of the former RAF Oakington site. It has taken as its main study area the land within the 1999 boundary of Oakington Barracks, although reference has also been made to outlying sites and structures outside the perimeter that relate to the history of the station; this includes structures south of the Longstanton Road. It provides information on the majority of buildings and structures erected on this site between 1939 and 1999 that were extant in 2004.

The fieldwork was carried out by Paul Francis and Richard Flagg, the research and report writing was compiled by Paul Francis. Alex Brown completed the proof reading.

Paul Francis, AIFA
ARP
9 Milton Road
Ware
Herts
SG12 0QA

Tel: 01920 420452
E-Mail: paul.francis.arp@gmail.com

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John Hamlin	Airfield Research Group
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Plate 2: Air Ministry bombing teacher inside the armoury
(70) March 2011

1. METHODOLOGY AND SITE OVERVIEW

1.1 Methodology

This gazetteer is a stand-alone document that accompanies the Oakington History report. It covers all extant structures, and these have been placed within six chapters, depending on building type and location.

The building descriptions in this report conform to English Heritage's Level 2 / 3 surveys as described in *Understanding Historic Buildings – A Guide to Good Recording Practice (2006).* The gazetteer is based on an earlier one compiled in 2004 but has been enhanced, due to more information becoming available and as the result of a subsequent series of field work exercises which were carried out between 21 February and 10 March 2011. It provides a record of structures at Oakington and is not a structural or condition survey. A DVD of images taken during both surveys and pdf files of building plans is included in support of this report.

All buildings within the 1999 MOD boundary which were covered in the original report are included here regardless of whether they have been demolished in the intervening period between 2004 and 2011. This report, like the previous one, does not include the married quarters; however, it does include the WWII domestic site No.3 and the remote sites of the post-war Illuminated Landing System.

Descriptions are arranged in building numbered order but are also based on type so that similar structures are grouped together – for example the barrack blocks. Any building numbers missing in the sequence were demolished before 2004 but an attempt has been made to locate images of demolished buildings, and these can be found in Appendix 3. Each heading has a title followed by the Air Ministry drawing number and then a building number in brackets, as used in the schedule of buildings on record site plans 4542/44 and 6342/54. A ten figure grid reference (NGR) is included, taken from a set of 1:2500 scale Ordnance Survey maps (TL 4064-4164, TL 4065-4165, TL 4066-4166). In all cases the reference point is the building's centre.

The description of each building is based on both the primary source (which in most cases is the quoted drawing) as well as field work observations. In the text, room dimensions are shown in imperial units followed by the metric equivalent, displayed as millimetres and shown in brackets. Wall thickness is also shown in imperial values and in order to cut down on repetition the following millimetre equivalents apply:

Inches	4.5	6	11	13.5	15	27
Millimetres	114	152	279	343	381	686

After the description there is a footprint dimension shown as a bullet point which is a nominal figure presented in decimal imperial units (metre equivalents are shown in brackets).

The conclusion which accompanied the original report has been omitted as it no longer applies.

Appendix 1 is a table listing all buildings constructed between 1939 and 1955 and includes the status of the building in September 2004.

Appendix 2 is a table containing a room inventory dated 28 February 1941. It is based on an incomplete set of documents found in building 51.

Appendix 3 is a small collection of images of buildings demolished before the 2004 survey.

1.2 Site Overview

In September 2004, the former RAF station at Oakington had survived with a large percentage of its WWII buildings and infrastructure within the main camp area still intact. The majority of the dispersed buildings outside the 1999 boundary were removed before 1979. Perhaps the biggest loss occurred during its time under the occupation of the army; this included the demolition of the watch office with met section, as well as the battle headquarters and a small number of airfield defensive structures. During this period two runways (one had already been removed) were also removed for the construction of the M11 motorway, leaving only a small length remaining for STOL aircraft.

In 1989, new security fencing with six gates was installed around the perimeter of the domestic and technical areas, and in 1999 the domestic area was separated from the technical area by additional fencing. This arrangement is extant in 2011.

What survives in March 2011 at the time of the survey includes most but not all of the buildings present in 2004, as well as the internal road network. Previous to the original survey, the majority of the domestic buildings had become part of the immigration centre, but the technical buildings were disused during this period (2000 to 2010). This disuse has had a visible negative impact on the condition of many structures, whereas the domestic buildings have fared much better.

The March 2011 historical fieldwork was part of a number of different types of survey carried out by specialists to enable demolition: this commenced once the surveys had been completed.

Plate 3: RAF Oakington's water tower
(March 2011)

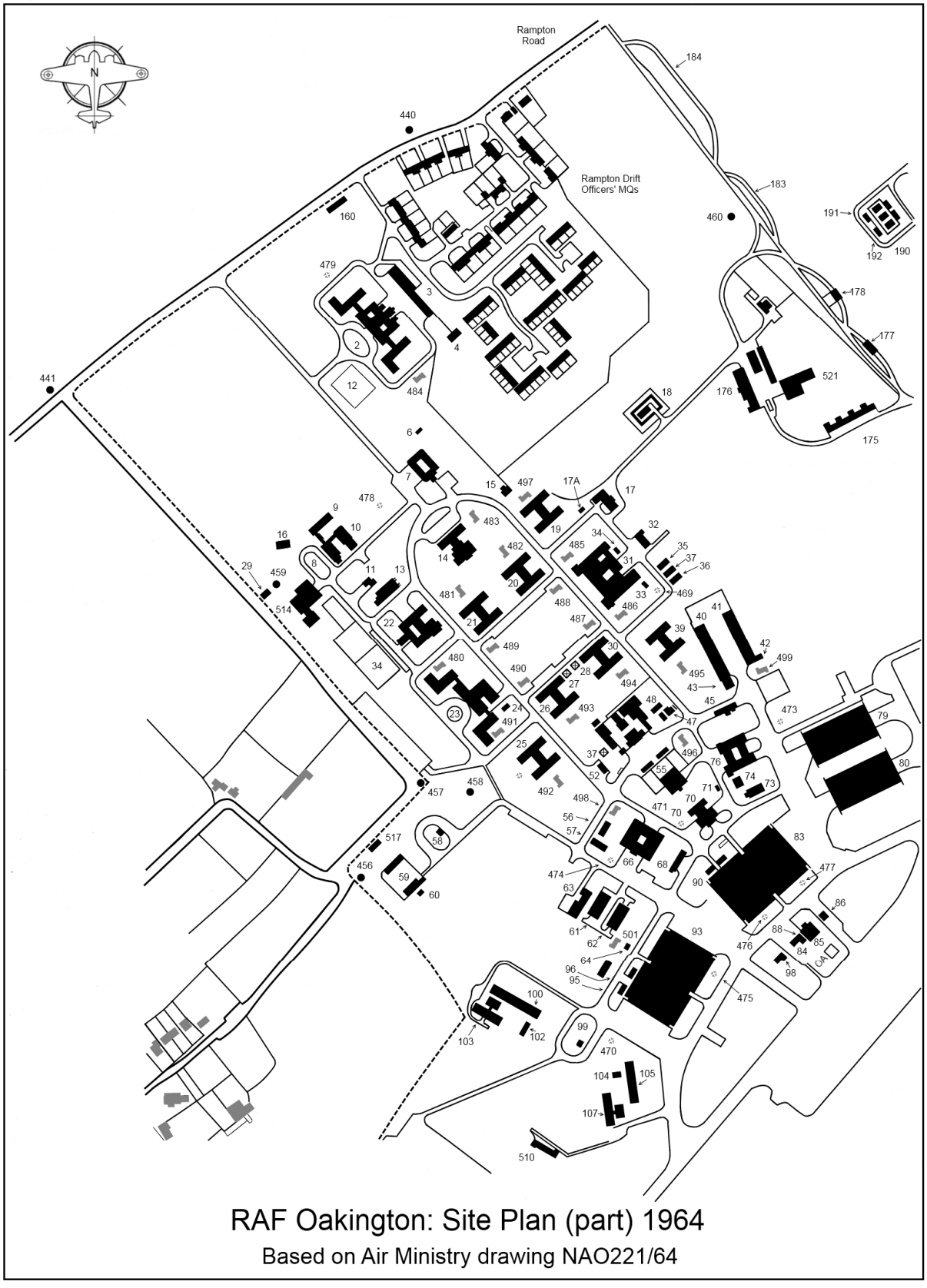


Fig 1: Site Plan

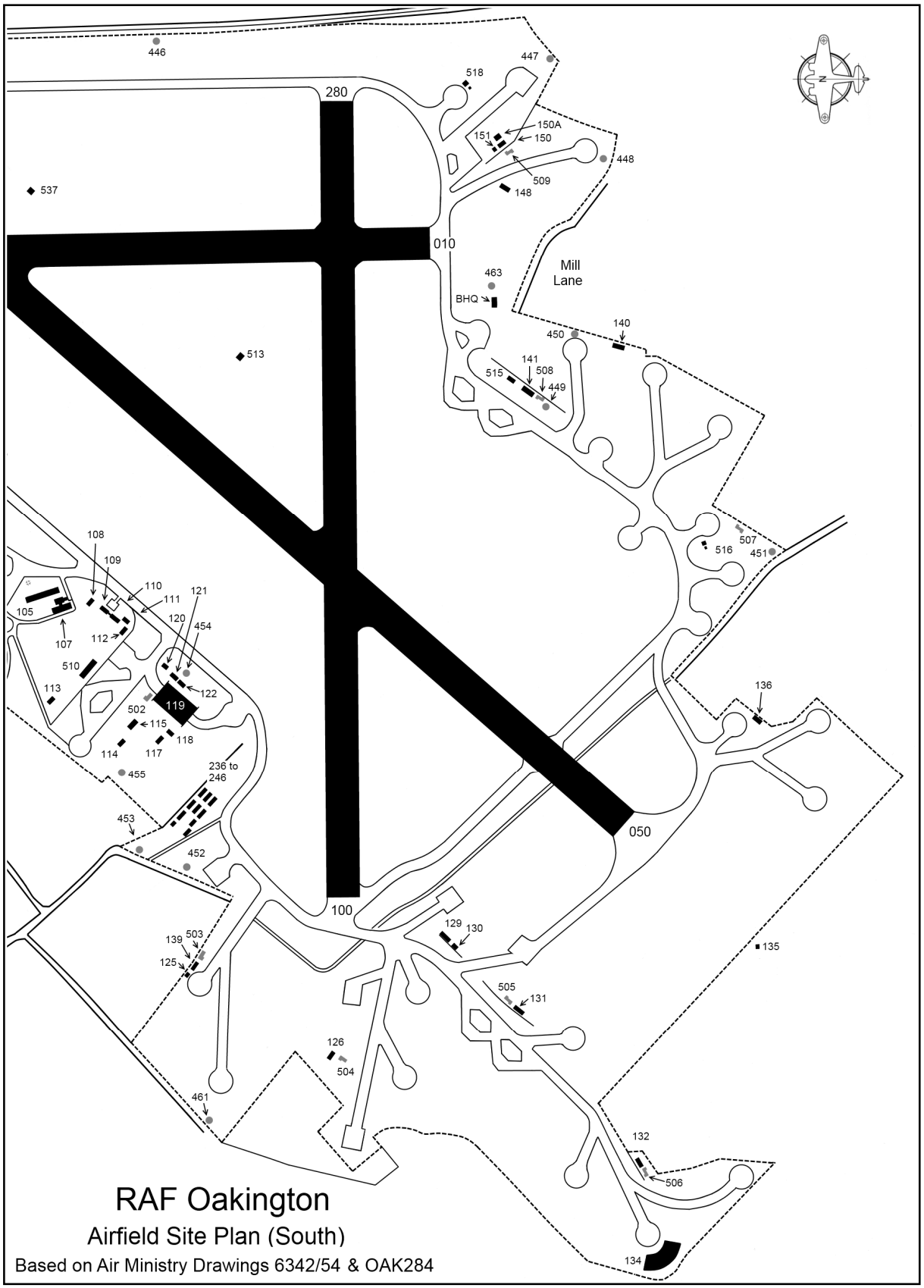


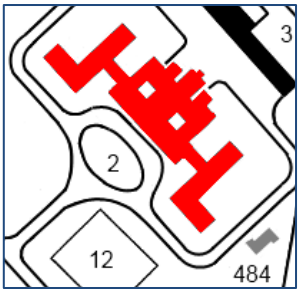
Fig 2: Site Plan

2. DOMESTIC AND TECHNICAL BUILDINGS

Plate 4: Central heating station (55)
Entrance to tank tower detail (March 2011)

2.1 Officers' Mess and Quarters (2)

Drawings: 6042/38 and 4296/39, NGR: TL 40520 66685



2.1.1 Introduction

A Bulloch, FRIBA, designed the original 1934 version (RAF expansion Scheme 'A') which became the standard officers' mess and single officers' quarters for operational RAF stations. His idea was to create a standard type design based around a common formal Neo-Georgian style; it would however include three sizes of mess. A choice of a particular size depended on the number of officers that were originally planned for the station: The three designs were:

Type 'A': Fighter aerodromes 26 to 35 officers in the mess such as at Church Fenton.

Type 'B': Fighter and medium bomber stations – 36 to 45 officers in the mess, as at Duxford (fighter) and Wyton.

Type 'C': Heavy bomber and army cooperation stations – 46 to 55 officers in the mess. Examples include Finningley, Dishforth and Catterick.

Between 1934 and 1939 all new operational as well as some older RAF stations had a mess to one of these types. Oakington was a Scheme 'M' station and as such would have had a mess based on this letter code sequence, but by now the planned floor area allowed for each officer had been reduced due to the increase in officer establishment as a result of mobilisation. Types 'A' to 'C' were therefore replaced with types 'D' to 'F':

Type 'D': 60 officers based on the old type 'A'. Examples unknown.

Type 'E': 65 officers based on the old type 'B'. Examples unknown.

Type 'F': 70 officers based on the old type 'C'. Known examples are Oakington, Ouston and Waterbeach (it is quite likely that all Scheme 'M' stations had a type 'F' mess and the other two versions were never actually built).

The architect Frank Lambert, who replaced Bulloch, also changed the roof construction to conform to the latest Air Ministry requirements for protection against near-miss bomb blast. All previous designs had a pitched roof of steel trusses which were boarded and tiled, but the Oakington example features a protected design of flat reinforced-concrete slab roof instead of the more common pitched design. It opened on 28 October 1940 (the station itself opened on 1 July 1940). Today Oakington is the only type 'F' mess which has not been over-roofed with a modern pitched design erected over the original flat one.

As with the original 1934 design, the complex incorporates a central element which functions as the public rooms such as the dining room and the kitchen area, while officers (married or unmarried, as officers' married quarters were not built here until after WWII) were accommodated within two wings, one each positioned on either side of the mess block. The complex is therefore designed on the internal dispersal principle whereby the central element – the dining room and recreational facilities – is separated from the accommodation wings by lengths of corridor. Messes planned under the later RAF schemes went one step further by having their quarters blocks a characteristic L-shaped plan-form instead of the traditional rectangular pattern of the earlier schemes.

The aim of this internal dispersal of officers was to reduce the potential casualties from a single bomb dropped by an enemy aircraft. Another feature of this design is that the main corridor runs in a straight line, connecting with both wings at the extreme ends and with all mess facilities within the central block, as well as all the exits along its length. The short ends of the L-shaped corridor also terminate at exit points. Additionally, the corridor walls are load bearing to withstand near miss bomb blast.

2.1.2 Access

The planning is based on a symmetrical arrangement whereby the main access to the front elevation is via a central tree-lined driveway, to a roundabout at the entrance. From here SE and NW access roads continue around both quarters blocks to meet at the officers' garages and the kitchen / messmen's yards at the rear of the central block. The main building is SW facing with SE and NW accommodation wings.

There is also a hedge line pedestrian access route from the guardhouse, the route of which has been straightened out in recent years.

2.1.3 Central Block Ground Floor

All public facilities are contained within the ground floor; there is a central entrance with loggia and a large hall with SE and NW corridors which together form the main corridor. To the NW is a billiard room and card writing room, and then the NW quarters wing. On the SE side of the hall is a large anteroom plus access to the mess (or dining room) which is at right angles to the main corridor. The extreme end of the corridor is the SE quarters wing. The only other mess facilities, which are all to the NE of the corridor, are a cloak room, toilets and mess president's office.

All other rooms on the ground floor are associated with the running of the mess complex and are based around a kitchen block which extends out northwards from the main block. This has a large kitchen, scullery, two larders and other storerooms associated with the preparation of meals, including separate beer and wine cellars. The mess room is connected to the servery and wash-up rooms, a pantry and the kitchen.

Access to other ancillary rooms within the complex for staff is via a central service corridor (aligned SE / NW) which joins with the main corridor by two passages. The remaining rooms on the ground floor are therefore for the wellbeing of the mess staff. These include a messmen's scullery and hall and mess waiters' quarters, plus a waiters' day room.

Along the corridor are two lightwells located conveniently close to toilets within the central block. These not only provided a flood of natural light into the complex but are also the sites for foul-drain inspection points. There is a third lightwell between the lavatories and the service corridor.

Outside at the rear of the central complex on the west side of the kitchen block is a messmen's yard, outhouse and mess waiters' yard, while on the east side is the kitchen yard, outhouse and a fuel store.

2.1.4 Central Block Subway and Basement

The main corridor, before it leaves the central building in either direction, has a 5ft deep subway to carry the central heating pipes (feed and return) and primary hot water from either the underground boiler house and pump room, or from the district heating scheme. This arrangement fed radiators and hot-water outlets located throughout the complex.

Accessed from the mess waiters' yard is a basement boiler house and pump house. The pump house room is also connected to the subway below the main corridor. This originally housed two 420,000 BTU boilers and circulating pumps which provided hot water for heating, and one 240,000 BTU boiler which provided a hot water service. The mains, sub-mains lighting boards and power circuits were also located in the basement.

2.1.5 Central Block First Floor

There are two first floor blocks which are independent of each other. A central one located above the kitchen block is accessed from a small staircase annexe that extends out from the kitchen block. Upstairs there is a servants' dormitory, rest room, bathroom and lavatory.

The other first floor block is located above the messmen's scullery and mess president's office on the NW side of the central complex. It is accessed from a set of stairs in the messmen's hall. Upstairs there are two bedrooms, a bathroom and a linen cupboard.

2.1.6 SE and NW Wings

The central mess block is SW with the main corridor running SE / NW. The link-detached accommodation wings are therefore aligned SE and NW to the central block. Each is designed to accommodate 22 officers and a number of servants within a two-storey, L-shaped plan-form building. Rooms are arranged on either side of a central corridor; there is also a bathroom, ablutions and toilet facilities on both floors.

Officers of squadron leader or above had an additional sitting room arranged on the same side of the corridor, and these are separated from each other by a shared bathroom and lavatory facility. Senior officers also had a corner fireplace. Officers of junior rank had a single bedroom, although this was larger than the equivalent for a senior officer as its combined function was as a sitting room. Junior officers within each floor shared a bathroom and lavatory complex.

2.1.7 Associated Structures

Associated with the officers' mess and quarters complex is a terrace of lock-up garages (3), a squash racquets court (4), and a tennis court (12). Normally it would also be associated with a small estate of married officers' quarters, but the outbreak of WWII meant that these houses as originally designed were never built.

2.1.8 Construction

External walls are a mixture of 15-inch and 11-inch cavity brick, while internal walls are 9-inch and 4.5-inch brick. The roof is reinforced concrete slab (presumed to be made from 'Smiths' patent fire-proof floor / roof units) carried on beams.

2.1.9 Immigration Reception Centre

Building 2 functioned as a families and single parent accommodation block.

2.1.10 Status, March 2011

The building survives as the only flat roofed, pre-war designed officers' mess in the UK. All internal rooms, passages and yard buildings are present, which is an unusual feature of surviving (pre-war designed) officers' messes in 2011. The building has not been extended and contains many original features including doors, fireplaces, bedroom cupboards and store cupboards. The fenestration has unfortunately been spoilt by UPVC double glazing units, and the rainwater goods are plastic.

- Footprint dimensions:
  Mess Block 143ft 10in by 122ft 4in (43.84 m by 37.30 m),
  Quarters block: 'L-shaped 127ft by 70ft (38.71 m by 21.35 m), width is 32ft 3in (9.84 m).

Plate 5: Officers' mess central block
March 2011

Plate 6: Officers mess, general view
March 2011

Plate 7: Officers mess, the dining room
March 2011

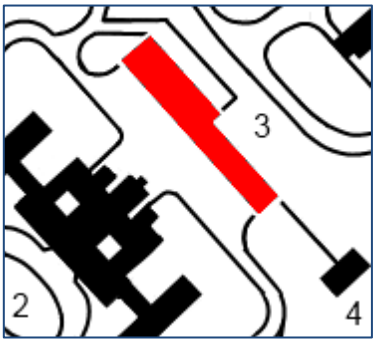
Plate 8: Officers' mess, the anteroom
March 2011

Plate 9: Officers' mess (2) – rear view
March 2011

Plate 10: Officers' mess (SE wing)
March 2011

2.2 Officers' Garages (3)

Drawing: 5987/39, NGR: TL 40552 66730



2.2.1 Introduction

The access road to the officers' mess and quarters terminates at a roundabout in front of the central block, where a road branches off on either side and continues around the side elevations of both quarter blocks. It then connects with either end of the officers' garages at the rear of the complex where it widens out into a car manoeuvring area in front of a suite of garages.

2.2.2 Construction

The original officers' garages consist of a terraced block of 22 garages, constructed mainly of 9-inch and 4.5-inch brick interior walls with a new single-pitched roof. In the mid-1960s another suite of eleven garages was built against the western end of the rear elevation and this is constructed of concrete block with brick end walls.

2.2.3 Immigration Centre

Building 3 was partly used as a garage and a store.

2.2.4 Status, March 2011

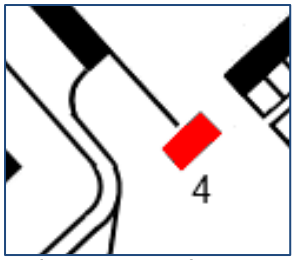
'Garador' door units have mainly been removed while the new garages are complete with their doors.

- Footprint dimensions: old garage 215ft 10in by 17ft 6in (65.78 m by 5.34 m). New garage 109ft 6in by 18ft 6in (32.38 m 5.63 m).

Plate 11: Officers' garages (3)
March 2011

2.3 Squash Racquets Court (4)

Drawing: 6659/39, NGR: TL 40605 66669



2.3.1 Introduction

The squash racquets court is located behind the east officers' quarters wing. It was designed by FH Lambert and is based on the original A Bulloch design of 1934. It consists of a lobby area and changing room/ cloakroom with a hardwood staircase to a viewing gallery, and the main squash court playing area. Upstairs, the viewing gallery has a seating area and balcony.

2.3.2 Construction

Walls are 11-inch cavity brick with external piers, the interior of the playing area is cement rendered while above this is fair face brick. The corrugated roof covering, and two skylights are carried on a pair of exposed steel trusses. This roof arrangement appears to be a deviation from that shown in drawing number 6659/39, probably for austerity reasons.

2.3.3 Immigration Centre

Building 4 was used as a store.

2.3.4 Status, March 2011

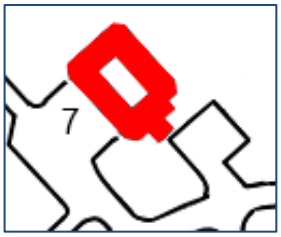
The building survives with both original steel windows present.

- Footprint dimensions: 41ft 3in by 24ft 1in (12.58 m by 7.29 m).

Plate 12: Squash racquets court (4)
March 2011

2.4 Guard and Fire Party House (7)

Drawings: 494–497/38, NGR: TL 40569 66530



2.4.1 Introduction

The guard and fire party house occupies a position along the main drive. It faces SW and is set back on the northern side to allow the SHQ to face the main drive. The building opened on 6 October 1940 (the station itself opened on 1 July 1940).

It is a Scheme ‘M’ design, consisting of a single-storey brick and concrete structure with an internal planning based around a lozenge-shaped plan-form (the four corners are known as triangles which are architecturally interesting as they functional – either as external access points or as light wells).

There is a large 28ft by 60ft (8534 by 18288) centrally located exercise yard which also functions as a light well. Rooms are therefore arranged around the exercise yard.

2.4.2 Room Arrangement

As originally built the accommodation is split between civilian wardens, the fire party and personnel forming the station guard. The front elevation is symmetrical with a veranda, the roof of which is supported by four pairs of brick piers and at either end is a loggia. One of these originally had a telephone box but this has now been removed and repositioned. There is a central entrance veranda, which is divided between the guardroom, followed by an NCO's room, SAA store and then a civilian warden's barrack area on the right.

The NW side contains the guardroom while beyond this is the general detention room, a corridor with access to the exercise yard and service detention room, and lavatories for the guard. As originally constructed, it was not possible to get access from here to the remainder of the building.

From the civilian warden's barrack room at the SE end of the veranda there is an L-shaped corridor that forms a perimeter of the exercise yard. From here there is access to the fire party barrack room located at the rear of the building, and a lavatory / bathroom. Other rooms include a paint and repair shop, and the prophylactic treatment room. Both of these are accessed from the eastern triangle. The central part of the SE side elevation is the fire tender house which extends beyond the main building. The last room is a calorifier chamber, which is behind the service detention room and is accessed from the NW triangle.

2.4.3 Internal Modifications

The building underwent internal modification c.1975 whereby the open plan fire party barrack room was converted into four detention rooms, each having a small window. They were accessed from a new covered way erected within the exercise yard, and a new wide corridor which connected with the L-shaped one. The prophylactic room was also modified with a new entrance from the former L-shaped corridor and its original entrance from the eastern triangle was bricked up. A new partition was also built inside the modified room. The function of these two rooms is unknown. The former civilian warden's room became guard quarters and the doorway to the L-shaped corridor was bricked up. The paint and repair shop became the fire section quarters.

2.4.4 Construction

External walls are 15-inch vented cavity brick with internal walls of 9-inch brick. Windows were originally two, three and ten-pane steel casements, and metal grill windows within timber

surrounds in the detention rooms. The main entrance had five-panel stout timber doors and the fire tender house had a steel roller shutter type door. The roof is 5 inches of reinforced concrete slab of protected roof design, the perimeter of which overhangs by 12 inches (0305).

2.4.5 Immigration Centre

Building 7 functioned as a secure unit and departure block.

2.4.6 Status, March 2011

Most windows have been replaced by UPVC types which are out of keeping with its architectural design.

- Footprint dimensions: 105ft 11in by 75ft 2in (32.29 m by 22.90 m).

Plate 13: Guard and fire party house (7)
March 2011

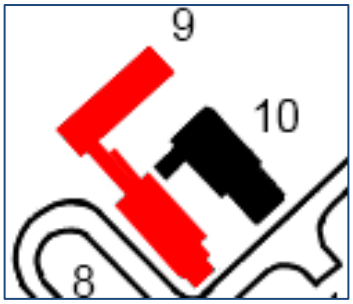
Plate 14: Guard and fire party house (7)
c.1997

Plate 15: Guard and fire party house (14)
September 2004

Plate 16: A wooden bed inside one of the modern cells
March 2011

2.5 Sick Quarters (8)

Drawing: 7503/37, NGR: TL 40465 66440



2.5.1 Introduction

The Scheme ‘M’ station sick quarters as built at Oakington is similar in architectural treatment and internal layout to the Scheme ‘L’ design of 1938, except that the parapet wall around the perimeter of the roof is omitted. A major difference to the earlier scheme is the design of decontamination annexe (10). As before the sick quarters is connected by a corridor from the side of the annexe which faces south-east.

The building is SW facing, covering two stories with a central main entrance porch and hall with stairs to the floor above.

Associated with the sick quarters is the decontamination annexe (10) located at the rear of the building, the decontamination centre (13) (now demolished) and the combined ambulance shelter and mortuary (11) which is also demolished.

2.5.2 Ground Floor

From the hall are two corridors, the NW one giving access to an accident reception area, kitchen, medical stores and medical NCO's office. The SE corridor gives access to a dental surgery, a consulting room, medical inspection area, office, dispensary and a waiting room used by personnel arriving via the decontamination annexe.

2.5.3 First Floor

Upstairs there is also a central longitudinal corridor. The rear half of the floor is entirely taken up with ablutions and toilets, and the front half contains an airmen’s’ ward (four beds), orderly room, observation ward (a single bed), and two separate single bed officers' wards.

2.5.4 Extension (Building 9)

At the end of 1943 and in keeping with sick quarters located on permanent RAF stations elsewhere, an additional ward block and dental surgery was built against the NW end elevation in temporary brick and Nissen construction. This work was carried out with reference to drawing number 3250/43.

The extension consisted of a new entrance hall, connecting corridor, dental store and dental surgery in temporary brick, and a 30ft (9144) span Nissen hut arranged mainly as a 16 bed ward but also having lavatories, bathroom, dirty linen store, ward equipment store, sluice room and duty room. The brick part is extant.

2.5.5 Construction

External walls of the original building are 15-inch vented cavity brick with concrete beams supporting a reinforced concrete slab roof. Windows were originally 12-pane timber casements on the ground floor and 16-pane timber casements at first floor level. A post-war, link-detached rendered brick extension (9) has been built against the NW side elevation which was the entrance hall to the Nissen hut ward block.

2.5.6 Immigration Centre

Building 8 was derelict during the period of the Immigration Centre.

2.5.7 Status, March 2011

All internal rooms are as-built.

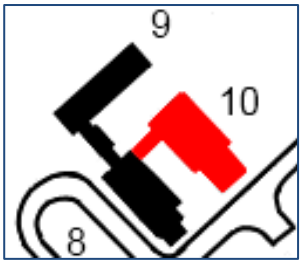
- Footprint dimensions: 125ft by 40ft 4in (38.12 m by 12.31 m).

Plate 17: Station sick quarters (8)
March 2011

Plate 18: Station sick quarters and annexe (8 and 10)
March 2011

2.6 Decontamination Annexe (10)

Drawings: 16479/39 and 2425/40, NGR: TL 40481 66450



2.6.1 Introduction

The use of gas in war was outlawed by the Geneva Gas Protocol of 1925 (both Germany and Britain were signatories), but its production and development were not. As a result, the British Government, with its previous experience of the ease with which signed agreements were broken during hostilities, decided to develop gas weapons and design methods of protection against their use. This included the construction of specialised buildings so that in the event of such an attack, personnel who became gas casualties could receive first-aid treatment and get decontaminated. The decontamination centre and annexe to the sick quarters was designed to deal with most types of gas developed during WWI: lachrymatory agents, respiratory agents and blister agents.

It was possible to protect oneself from many of the gases by wearing a respirator. Some gases had distinctive odours that gave sufficient warning of their presence to allow personnel to take cover inside a building or shelter. However mustard gas has only a faint smell of garlic and its symptoms are not always apparent until sometime after the attack. In liquid or vapour form, the skin can absorb mustard gas without the victim noticing. By the time irritation is felt, the agent has penetrated the surface of the skin and started to cause serious damage. Therefore, special warning posts with metal plates coated with gas detection paint were placed at intervals along pathways connecting with buildings; these would change colour when exposed to mustard gas.

The basic idea was to get out of all contaminated clothing and dispose of it, then wash thoroughly and change into fresh clothing as soon as possible. If all this could be achieved within 20 minutes of the initial contamination, serious injury could be avoided.

Two buildings were built at Oakington for the decontamination of personnel:

- Annexe to Sick Quarters (10) for wounded male and female personnel.
- Decontamination centre type ‘G’ (13) for unwounded male and female personnel. This was demolished along with the ambulance garage and mortuary (11) in 1989, to allow the construction of a car park.

The chief architectural difference between the sick quarters annexe and the decontamination centre is that the latter was a detached building. The annexe is also associated with the disinfector house (52) where the contaminated clothes would be taken for boiling.

2.6.2 Operation

Wounded personnel requiring treatment for conventional wounds as well as decontamination had to be cleaned and treated for the effects of the gas before entering the SSQ. A one-way system was in force whereby wounded personnel (either walking or as stretcher cases) would enter the annexe through one of two doorways located on the SE end elevation: men through the left and women the right). Here there is a path with a gentle slope that functions as a footbath of bleach solution. Guide rails (which are missing) were provided, as one of the effects of mustard gas is blindness. The first room is a reception area and undressing room where contaminated clothes are discarded through metal hoppers (these have been in-filled with brick) where they fall into bins which were placed against the SE elevation, below the hoppers. The concrete floor and internal rendered walls were treated with sodium silicate solution and the floor has a drainage system to allow decontamination to be easily carried out. With the plant running this part of the building operated at ambient air pressure and therefore, during a gas

attack, it was quite likely to be contaminated. To get into the shower and bleaching room where the internal air pressure was above ambient (to prevent mustard gas from entering this section as it is heavier than air), it was first necessary to enter an airlock. The airlock consists of two gas-tight doors separated by a gas-proof compartment – a wounded airman would enter the airlock, close the door behind, and then open the other door to enter the bleaching area.

The bleaching room contained shower cubicles, sinks, bleach store, towel store, dirty towel store and W/Cs. First of all, personnel were required to use the showers; these were arranged as a pair with a space between so that a person could wet himself under one, move into the space to soap himself and then wash off the soap in the next shower cubicle. After a thorough wash, the treatment could begin with the antidote to mustard gas – bleach. A specially prepared paste would be rubbed into the affected area and then wiped off after two minutes.

After the bleaching room came a dressing area containing a clean clothes store and waiting area. From here a corridor connects with the waiting room inside the sick quarters which was accessed via another airlock.

2.6.3 Construction

The building design of the annexe at Oakington is completely different from annexes built to the earlier RAF schemes. This version is an austerity Scheme 'M' design that was much quicker to build than the permanent fully-protected types erected on the peace time stations. It consists of a windowless single-storey structure with a flat roof, which is interrupted by a full-width water tank house. Walls are cement-rendered internally, 13.5-inch solid brick supporting a roof of Sigwart precast concrete units. Internal walls are 9-inch brick. The buildings internal floor plan is mirrored to the original drawing; consequently, the AC plant room and boiler house are positioned along the NE elevation towards the rear of the building and the male side is where the female side should be.

2.6.4 Immigration Centre

During the army occupation, building 10 was the headquarters of the local army cadet force. In 1999 the unit moved into the NAAFI family's shop (building 147) on the married quarter estate, Longstanton, which it shares with the local ATC unit (see building 17). During the Immigration Centre period, it was derelict.

2.6.5 Status, March 2011

The concrete footbaths survive, and the pressure stabilisers are in-situ on the SE end wall. The external and airlock gas-tight doors are all original and even retain their rubber seals, but not their door furniture. All internal rooms are as-built.

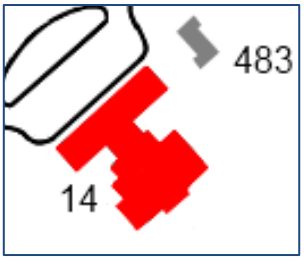
- Footprint dimensions: 91ft 6in by 38ft (27.88 m by 11.58 m).

Plate 19: Decontamination annexe (10)
March 2011

Plate 20: Decontamination annexe (10)
Note the footbaths, three pressure stabilizers and three openings (bricked up) for dirty clothing. March 2011

2.7 Station Headquarters and Operations Block (14)

Drawing: 16690/39, NGR: TL 40595 66450



2.7.1 Introduction

Occupying a prominent position facing the main entrance (NW facing) is the station headquarters (SHQ). It is of protected roof design with a flat fire-proof concrete slab roof and is divided into two main parts, consisting of the SHQ at the front and an operations block at the rear. It is a Scheme 'M' version, based on the earlier pitched roof design by A Bulloch in 1934 and its architectural treatment is of a formal Neo-Georgian style.

The SHQ at Oakington has only two storeys and does not include the second storey offices for the Meteorological Officer. This is probably because the third storey was the result of a deviation drawing, and the outbreak of WWII prevented the construction of the additional floor. It opened for business on 9 November 1940 and six days later the operations room opened (the station itself opened on 1 July 1940).

2.7.2 Ground Floor (SHQ)

The ground floor is based around a T-shaped plan-form, with a central entrance and hall and a central corridor running longitudinally with rooms on either side. Another corridor (at right-angles) gives access to toilets and a staircase, before it ends at the operations block.

The right-hand wing had two orderly rooms and a waiting room. The single-storey part of this wing had offices for the Engineer Officer and his clerk; another for the Adjutant and the final one was for the Commanding Officer.

The other wing housed offices for the Chief Accounting Officer and his clerks and another one for a Sergeant Major. The final room (single-storey) was for stores and accounts clerks. This large room had a veranda against the rear elevation for airmen to stand under to receive payment through one of three sliding windows.

A single-storey kitchen annexe (room G24) has been built in part of the space between the SHQ and ops room on the SE side, its access being a former entrance to the operations block.

2.7.3 First Floor

The first floor also has a T-shaped plan-form but on a much smaller scale than the floor below. The front section had a library and two lecture rooms while the rear section had a toilet and an office for the Education Officer and his clerk.

2.7.4 Operations Block

The operations block is located at the rear of the SHQ with access either from the corridor linking with the hallway at the front of the SHQ, or a side entrance and hall which was the official entrance to the block. The access to the block itself was through heavy steel doors that led to a corridor running around four sides of a light well. Rooms included offices for Signals Officer and CO, the operations room, traffic office, wireless room, a room containing emergency 110 volt supply batteries and the telephone exchange

The operations block was originally surrounded by a 10ft 7in (3226) high traverse, 3ft (0914) thick hollow blast wall which had a cavity filled with sand and gravel. As this is one of the few operations blocks that has an additional operations room (room G38) for the local anti-aircraft defence unit, this annexe has been built over part of the area normally covered by the route of the blast wall. It was therefore diverted around the new annexe, before continuing on its normal

route around the operations block. The annexe has been built to a similar standard to the original block, including the protected roof, and was completed at the same time.

The structure rises to 1.5 storey height, but the accommodation is only single-storey with a thick-section roof, followed by a void and then a thin-section upper roof. The void is filled with a layer 2ft 6in (0762) of sand and gravel, and on top of this is another 2ft (0609) of just gravel. This arrangement, along with the traverse blast walls, offered personnel inside the block a fair amount of protection against incendiary bombs and near miss bomb blast.

2.7.5 Construction

Exterior walls are vented cavity 15-inch brick; internal walls are either 9-inch brick or 13.5-inch brick (lateral corridor serving the operations block). Floors and roof are reinforced concrete supported by cased steel beams.

2.7.6 Immigration Centre

Building 14 functioned as an administration and control centre.

2.7.7 Status, March 2011

Most SHQs have had a third storey constructed for the Met Officer so it is unusual to see an SHQ without one. The building retains its flat roof, and its internal room arrangement is largely as-built, but it has lost its original windows. Outside the blast wall that once protected the operations block has been removed (apart from a small section) and has been replaced on the SE elevation by the kitchen and AA operations room annexes. Inside the operations room complex, there has been some remodelling of rooms. The most obvious is the light well being converted into a useable room (G32), and the operations room itself (G36) has been made smaller with the addition of a new corridor (G37).

- Footprint dimensions:
  SHQ – 149ft 9in by 35ft 6in (45.64 m by 10.83 m), maximum width 68ft 11in (20.94 m).
  Ops – 86ft 2in by 42ft 2in (26.26 m by 12.86 m).

Plate 21: Station headquarters (14) March 2011

Plate 22: Station headquarters – operations block (14)
Note the extra AA operations room annexe in the foreground (March 2011)

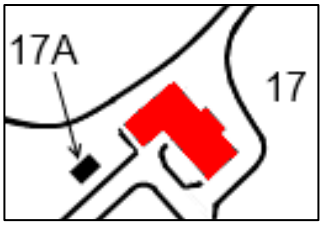
Plate 23: Station headquarters (14)
March 2011

Plate 24: Battalion Headquarters (14)
c.1997

Plate 25: Battalion Headquarters (14)
c.1997

2.8 Grocery Shop and Store (17)

Drawing: 17368/39, NGR: TL 40765 66490



2.8.1 Introduction

The grocery shop and store is located behind the dining room and institute and was originally operated by the NAAFI organisation.

Designed by Frank Lambert the building is single-storey, originally with a rectangular shaped plan-form, but was extended during WWII to include a NAAFI staff quarters annexe and now has an L-shaped plan-form.

It consists of a shop at one end served by an external entrance lobby on the NW end wall. A customer would enter the shop through this lobby, order the goods at the counter and the salesperson would fetch the goods from the adjacent grocery, bacon stores and local produce store. The NAAFI staff quarters extension was built against the SW elevation at the shop end of the building. After the grocery store and local produce store was a covered yard with lavatory, and then a covered shed area. Both of these are now a part of the main building.

2.8.2 Construction

External walls are 11-inch cavity brick supporting a roof of reinforced concrete slab. Windows were three or eight-pane steel casements with guard bars. Internal walls are 4.5-inch and 9-inch brick. The roof of the covered sheds was single-pitch timber covered with corrugated asbestos sheeting.

2.8.3 Immigration Centre

It is believed that from the mid-1970s until 1999, this building functioned as the headquarters building for 2524 Squadron, Air Training Corps. In April 1999 the unit moved into the NAAFI family's shop (building 147) on the married quarter estate, Longstanton, which it shares with an army cadet unit. During the Immigration centre period, Building 17 functioned as the maintenance staff store.

2.8.4 Status, March 2011

All rooms appear to be original.

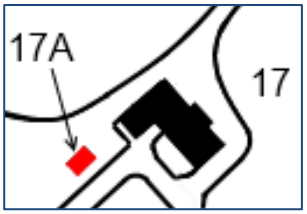
- Footprint dimensions: 87ft 6in by 53ft 3in (26.66 m by 16.24 m).

Plate 26: Grocery shop and store (17)
March 2011

Plate 27: Grocery shop and store (17), view from the empties yard
March 2011

2.9 Petrol Store (17A)

Drawing: unknown, NGR: unknown



2.9.1 Introduction

The petrol store appears to have been erected on the concrete floor slab of a demolished building. It consists of a windowless concrete post and panel store with a single-pitch roof.

2.9.2 Construction

Construction is of reinforced concrete posts or stanchions at 4ft (1219) centres with a steel truss that is bracketed and bolted to the post. Wall infilling is concrete panels 3ft 10in by 1ft 4in (1168 by 0406) which are fixed into position by steel brackets. The panels only go up to the underside of the truss; these are followed by a wooden framed and clad soffit board. Roof cladding is corrugated asbestos sheeting.

2.9.3 Immigration Centre

Building 17 A was derelict during the Immigration Centre period.

2.9.4 Status, March 2011

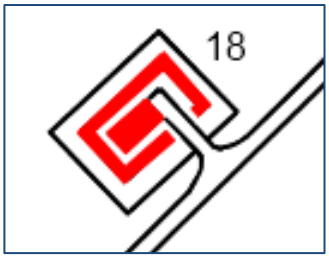
The building used to have a large opening, but this has been made smaller and in-filled with concrete blocks.

- Footprint dimensions: 20ft 2in by 8ft 1in (6.15 m by 2.47 m).

Plate 28: Petrol store (17A)
March 2011

2.10 Unit Ammunition Storehouse (18)

Drawing: unknown, NGR: TL 40810 66582



2.10.1 Introduction

The new unit ammunition storehouse, which is a generic Army design from 1973, was built c.1976. It consists of a terrace of three store cubicles, and a receipts and issue room which is separated from the storehouses by a 27 inch-thick wall. Along the front elevation is a veranda. Full height earthwork traverses and a security fence with lighting stand posts surround the storehouse.

2.10.2 Immigration Centre

Building 18 is located outside the area used by the Immigration Centre.

2.10.3 Status, March 2011

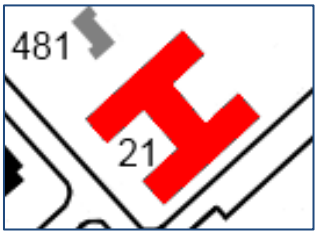
When viewed, it was found to be in a partially demolished (see image below).

- Footprint dimensions: 48ft 11in by 22ft 11in (15 m by 7 m).

Plate 29: Unit store (18)
March 2011

2.11 Barrack Blocks (19–22, 25, 26, 30, 39)

Drawing: Type 8/84 – 1134/38 (19–22, 25, 26 and 30) and Type 8/56 (39)
NGR:
(19) TL 40695 66480 (20) TL 40675 66412
(21) TL 40625 66371 (22) TL 40565 66355
(25) TL 40690 66215 (26) TL 40710 66280
(30) TL 40759 66322 (39) TL 40825 66333



2.11.1 Introduction

As a Scheme ‘M’ station Oakington was planned from the beginning with seven examples of barrack block type 8/84 and a single 8/56 block; the station is therefore without older style barrack blocks. Both building types were designed under Scheme ‘L’. The majority of expansion period stations belonging to earlier schemes were originally designed and planned without these types of barracks as they had not yet been conceived. After mobilisation these stations were further extended to accommodate extra airmen, and so additional land had to be requisitioned so that the new buildings could be built. By only having this design of barrack block, Scheme ‘M’ stations tended to be smaller than the earlier stations.

The barrack blocks at Oakington were constructed between 1940 and 1941. JH Binge, ARIBA had designed this building type in 1938 as a protected-roof design barrack block. It and its architectural treatment are based on a formal Neo-Georgian style, but it is less decorative than previous RAF designs. Each block was designed to accommodate 8 NCOs and either 84 or 56 airmen. The ground floor had three NCO bedrooms while the first floor has five, the space on the ground floor where the extra rooms should be is part of the hall; it is the elevation which has the larger hall that is the front of the building.

A number of improvements came about during 1938 under Scheme ‘L’ when it was decided that the floor area per man in barrack rooms should be increased from 67 sqft to 69 sqft. The ceiling height was also reduced from 10 to 9ft (3048 to 2743), and the number of men per room was reduced to a maximum of 12. The provision of a sitting room for entertainment and a utility room for cleaning equipment were amongst other additions.

The H-shaped plan-form was chosen as it is the ultimate design in internal dispersal for passive defence of personnel within a single building: it avoided concentrating large numbers of airmen in one wing. One block covers a similar floor area as two of the older style T-shaped barrack blocks and the H-shaped plan is essentially two T-shaped blocks joined together by their ablution annexes.

All these improvements led to new two-storey type-designs known as the 8/56 (8 NCOs and 56 airmen) and 8/84 with both flat and pitched roofed versions. Buildings to this new standard were erected at all Scheme ‘L’ and ‘M’ RAF stations (such as Oakington and Waterbeach) as well as to supplement existing accommodation at the stations built under earlier schemes. With the outbreak of WWII the sitting room became an additional barrack room for another 12 airmen, making a total for the larger version of 96 airmen and 8 NCOs in each block.

The design is essentially a 29ft 7in by 98ft 6in (9017 by 30023) central unit which is common to all designs within this group of structures. There is a longitudinal corridor with a hall and staircase at either end with NCOs' bedrooms and ablution facilities such as cleaning, drying rooms and toilets. At either end of the central unit are two open-plan wings, each for 8 or 12 airmen which gives the building its characteristic H-shaped plan-form.

2.11.2 Air-Raid Shelter Provision

Another characteristic of the new design was that the earlier versions included a basement emergency refuge located below the hall and one of the NCO's bedrooms. The shelter is built of 9 inch-thick concrete and has a series of four 3inch-diameter steel columns along the centre giving additional support to the roof. The seating area has an internal width of 11ft and a length of 20ft (6096). Along the side walls were seats for 10 personnel and along the centre was another seating 9 (a total of 40 personnel); a cubicle for a chemical toilet was also provided. Gas-tight metal doors and a narrow escape passage having a minimum length of 25ft (7620) with air-lock led to a point clear of the building. This internal facility however was not included within the blocks at Oakington and Waterbeach. Instead detached Stanton segment type air-raid shelters were provided at a short running distance from each block, and in all cases the shelters are aligned on the centre-line (corridor) of the barrack block. The reason for this omission may have either been because of the high water table or that the stations were being built under war-time conditions, or maybe a combination of both. Another characteristic of the earlier blocks is the front elevation has rounded artificial stone columns supporting a weather canopy over the entrance. At Oakington this has been omitted and both entrances feature brick ends instead.

2.11.3 Construction

The eight buildings erected at Oakington are flat roofed and they still retain these, while at the majority of stations pitched roofs have been added over the originals. The Oakington buildings are arranged in a symmetrical grid like layout based around the intended central parade ground, which was never actually built.

Exterior walls are vented cavity 15-inch brick with 9-inch internal walls. Windows were originally 4, 9, 10 and 16 light steel casements with continuous reconstructed stone sills, main doors were four-panel timber double units, but windows and doors have since been replaced. The first floor and roof are constructed of reinforced concrete slab corresponding to the protected roof design, the perimeter of which overhangs by 12 inches (0304).

2.11.4 Change of Use

Around 1948, building 22 had briefly became the No.2 officers' mess, but it was then handed over to the sergeants for their new mess as their own mess had been requisitioned by officers as their new mess annexe. The open plan nature of the ground floor barrack rooms was retained, and these became the public rooms (anteroom, billiard room, anteroom / bar / lounge and mess room respectively). A single-storey 11 inch-brick kitchen and yard extension was built in the space between the NW – SE wings which contained a servery, mess man's bedroom, wash up, kitchen, two food preparation rooms, larders and a staff dining room. Outside in the kitchen yard is a two bay outhouse. Upstairs, each open plan barrack room was converted into 6 bedrooms which including the former NCO's bedrooms, making a total of 24 bedrooms for officers. Around January 1970 another extension 40ft by 14ft (12192 by 4267) was built in 11-inch cavity brick against the NE wing (anteroom) and then another similar one on the other side but the details of these are unknown.

Around 1951, the barrack rooms of Building 21 were converted into small single rooms and these were used as overflow accommodation for the sergeants' mess: firstly, on the ground floor, then in the late 1960s to include the top floor.

By April 1969 the remaining six barrack blocks had not been converted, although only three (Buildings 20, 26 and 30) were actually used to accommodate airmen. Building 19 was in use by the Education Section and Building 39 was used as the AFTS Ground Instruction School. Building 25 was mainly empty, although one wing on the top floor was in use as the offices for

the Standards Squadron; this building was also used to meet the station's temporary commitments such as Air Training Corp Cadet Camps.

2.11.5 Immigration Centre

Buildings 19, 20, 26, 30 and 39 were all used as residential blocks, building 21 was an interview and medical block, building 22 was the detainee reception unit as well as the offices of the UK Immigration Agency. Building 25 was the offices for refuge legal representatives.

2.11.6 Status, March 2011

Buildings 19, 20, 23, 26 and 39 retain their open-plan barrack rooms – although in all cases UVPC windows have replaced the original metal casements. Buildings 20 and 26 have lost their cast iron rainwater goods which have been replaced in plastic while the others have retained most of the original exterior fittings. All doors except for lavatory doors have been replaced with modern fire-proof examples.

Buildings 21 22, and 25 have had their barrack rooms subdivided. Windows are now UPVC types, rainwater and waste pipes are mostly cast iron although a few plastic examples are present. Internal doors are mainly modern fire-proof examples except for lavatory doors.

- Footprint dimensions: 114ft 3in by 99ft 7in (34.83 m by 30.36 m) (Type 8/84).

Plate 30: Barrack block type 8/84 (39)
All March 2011

Plate 31: Barrack block type 8/84 (19)

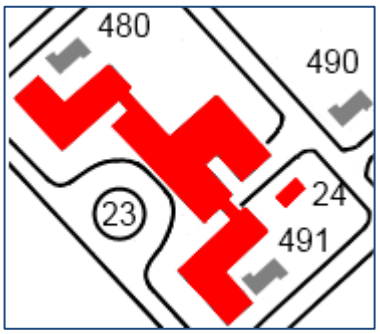
Plate 32: Barrack block type 8/84 (22)

Plate 33: Barrack block type 8/84 (30)

2.12 Sergeants' Mess and Quarters and WAAF Changing Room Annexe (23 and 24)

Drawing: (Mess) 11527/38 (23) NGR TL 40620 66280,

Changing Room (24) NGR: TL 40649 66277



2.12.1 Introduction

The sergeants' mess and quarters as built at Oakington is the largest example of the pre-war designs and is based on the scale 170/17 which represents a mess hall for 170 sergeants and 17 bedrooms in the central block. This scale contrasts with sergeants' messes elsewhere such as at RAF Bassingbourn, Honington and Wyton which were built to the scale of 116/14.

The building was designed by Frank Lambert and is based on an earlier one by JH Binge. It is a Scheme 'M' version with a protected roof. The example at Oakington is SW facing consisting of a two-storey combined central mess and quarters block flanked at the extreme ends (SE and NW wings) by additional quarters which are link-detached to the central block by corridors. The complex is therefore designed on the internal dispersal principle whereby the central element – the dining room and recreational facilities, is separated from the accommodation wings by lengths of corridors with the idea of localising the effects of damage by a single bomb. Another feature of this is the corridor which runs full width connecting with both wings at the extreme ends and all mess facilities within the central block as well as all exits (along its length). The corridor also has a 5ft (1524) deep subway to carry the central heating pipes (feed and return) and primary hot water from the District Heating Scheme.

2.12.2 Air-Raid Shelter Provision

Another feature of its design is an underground refuge located beneath the entrance hall with an escape tunnel to a point clear of the building. This feature was omitted at Oakington and above ground air-raid shelters were instead placed at either end of the complex.

2.12.3 Ground Floor (central block)

The public rooms on the ground floor of the central block are based on a T-shaped plan-form with a central entrance hall with the main corridor running east-west. The hall has stairs to the quarters above and beyond this is an inner hall leading to the mess room. On the east side of the hall is the anteroom, while to the opposite side are ablutions and a billiard room. Kitchen facilities are located within an L-shaped annexe built on the east side of the mess room. This contains a large kitchen, a scullery, cook's room, servery, beer store and an office.

2.12.4 Yard

On the east side of the kitchen annexe are two yards, one open and the other having outhouses used as stores and a larder. One of these is Building 24 which appears to be wash-up

2.12.5 First Floor (central block)

Sergeants' quarters on the first floor consists of 17 bedrooms, ablutions, toilets, a cleaning room and a drying room.

2.12.6 Wings

The link-detached two-storey quarters blocks were designed on the same internal dispersal policy as the mess. They are therefore planned on an L-shaped plan-form with the foot of the L' facing away from the central complex. Each block could accommodate 22 senior NCOs and

had ablution facilities similar to the first floor of the central block. Both floors have a central corridor with rooms on either side.

2.12.7 Construction

Exterior walls are 15-inch vented cavity brick with the inner corridor wall of 11-inch cavity brick. Other internal walls are mainly 9-inch brick with some 4.5-inch brick room partitions. Windows were originally 5 or 12-pane steel casements at first floor level and either 8 or 16-pane steel casements on the ground floor. The building incorporates a flat protected roof design of reinforced concrete slab.

The quarters blocks are of similar construction, but windows were 12-pane steel casements for both floors on the outer facing elevations. Inner facing elevations had either 4 or 8-pane steel casements. Bedroom partitions and corridor are 4.5-inch brick.

2.12.8 Change of Use

In 1948 due to the increased numbers of officers on the station, it became necessary to evict sergeants from their mess and they moved into new premises in Buildings 21 (quarters) and 22 (mess and quarters). Their former mess then became an annexe of the officers' mess, (possibly used on a hotel basis for officers engaged in *Operation Plain Fare* and who required quarters for a short duration). It became known as the No.2 officers' mess and the building continued in this form until at least 1970, when it reverted to sergeants.

2.12.9 Immigration Centre

Building 23 was derelict during the immigration centre occupation of the domestic area.

2.12.10 Status, March 2011

All windows have been replaced which are not in keeping with its architectural design.

- Footprint dimensions: central block 140ft 6in by 101ft 11in (42.82 m by 31.06 m), 'L-shaped quarters 99ft 7in by 76ft 7in (30.36 m by 23.34 m) (width is 31ft 7in) (9.64 m).

2.12.11 WAAF Changing Room Annexe 24

Located at the rear of the sergeant's mess central block and part of the curtilage of that building is building 24, a small detached single-storey WAAF changing room annexe (as identified on site plan 6342/54). It is constructed of 4.5-inch brick with a concrete slab roof and has been built onto a concrete raft with a drainage channel along the front, the floor is quarry tiled and the internal walls are tiled full height. The doors and window glazing units are missing.

It consists of a pair of rooms separated by a brick dividing wall (8ft by 6ft 9in and 8ft by 5ft 3in) (2438 by 2057 and 2438 by 1600), ceiling height is 7ft 5in (2260).

- Footprint dimensions: 8ft 9in by 12ft 4in (2.66 m by 3.75 m).

Plate 34: Sergeants' mess (central block) (24)
March 2011

Plate 35: Sergeants' mess (NW wing) (24)
March 2011

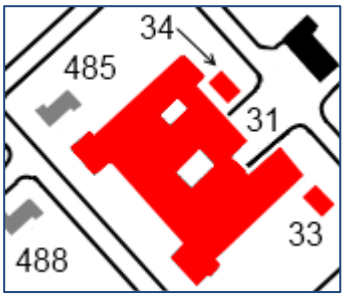
Plate 36: Sergeants' mess (24) general view
March 2011

Plate 37: Annexe 24
March 2011

2.13 Combined Dining Room and Institute (31), WAAF Changing Room Annexes (33 and 34)

Drawing: Dining Room 8060/38, NGR: TL 40760 66410

Annexes (33) NGR: TL 40826 66388
(34) NGR: TL 40800 66400



2.13.1 Introduction

In 1934 it became general policy in the interests of economy, good architectural design and grouping that the traditionally separate dining room and institute buildings should be combined as one structure. Designs were prepared that were suitable to varying numbers of personnel as required. The new structures were planned on two floors with a vertical division between the dining and institute areas whereby the former consisted of two separate dining rooms, one on the ground floor and the other on the floor above. Some institute function rooms also required a NAAFI service, and these were located on the ground floor, and games and other sitting rooms were positioned at first floor level. This combination allowed for dignified and well-proportioned buildings that enjoyed a centralised location overlooking the parade ground, and which provided an attractive architectural grouping with the adjacent barrack blocks.

The internal planning is based on two-storey dining and institute facilities with a single-storey kitchen area at the rear of the building. There is also a NAAFI staff quarters located at first floor level above a covered way leading into the kitchen yard.

Designed by JH Binge to accommodate up to 800 corporals and airmen, the building has a rectangular-shaped plan-form, but in order that the dining areas could be arranged as large open-plan rooms the main access points have been positioned within two projecting two-storey entrance halls. This particular design replaced an earlier one (such as at Scampton) with inboard entrance halls whereas this larger version has projecting entrance halls positioned on the either of the front elevation.

The facility is positioned at the head of the intended parade ground (which was never built). The front elevation is therefore SW facing and this part of the building is the two-storey mess facility. Behind this is the single-storey kitchen area with a small second storey block at the rear to provide staff accommodation. The building opened on 16 November 1940 (the station itself had opened on 1 July 1940).

2.13.2 Ground Floor – recreation facilities

The right-hand entrance annexe was originally arranged open plan, with stairs to the floor above and an open area for use as a cloak room. The left-hand entrance annexe, whilst the same floor area as the other, also contained lavatories and a much smaller cloakroom. Access from under the stairs of both halls would normally be to an underground refuge but these were not built at Oakington and instead detached surface shelters were provided close by.

The recreational part of the ground floor of the main block is mostly located within the two storey part of the building. The dining area was designed to be partitioned off to form the main dining room for 440 airmen (at one sitting); there is also a smaller supper room. As originally planned, at one end of the supper room was a stage and two dressing rooms. Corporals had their own supper room, toilets and a games room with a separate entrance on the NW elevation, and this forms part of the single-storey element (which in later years became a Spar supermarket). Civilians were also provided for with their dining room at the rear of the complex, but this facility at Oakington may well have been used for other purposes due to the war.

2.13.3 Kitchens

The kitchens were planned as two separate single-storey annexes at the rear of the supper / dining room and were separated from each other by a large yard. Kitchen 1 served the dining room which was joined to it by a service area. Some ancillary rooms are located on three sides of the kitchen. These included a boiler room and fuel store on one side and wash-up, bread store and preparation room on the other. All other rooms were located in a projecting annexe which included an oven room, pan wash, larder, mess office and butchers. Between this and a smaller annexe is another yard. The smaller annexe which forms one side of a covered way contained a by-product store and kitchen equipment and box stores.

Kitchen 2 is on a smaller scale than kitchen 1. It is connected to the supper room by a scullery and service area. Ancillary rooms included beer store, larder, and an office and NAAFI common room.

2.13.4 First Floor – recreation facilities

The first floor landings and stairs are similar to those on the ground floor as far as the right-hand landing goes. The left-hand landing had a barber's shop and store which occupies the position of the lavatories on the ground floor hall.

The first floor was subdivided and included a dining room for 360 men, a games room, reading room and writing room. Behind the dining room is a wash-up and service area, hot food being brought up from the service area below via two dumb waiters.

2.13.5 Manageress's Quarters

Above the NAAFI common room and the small annexe previously described, is the staff quarters. This includes a sitting room, bedroom for the manageress, a dormitory with five beds and another for four beds. There is also a landing, bathroom and lavatory.

2.13.6 Construction

External walls on the ground floor are 15-inch vented cavity brick (except the projecting entrances which are 11-inch cavity brick). External walls at first floor are believed to be 11-inch cavity. Concrete beams support a protected roof of reinforced concrete slab (without a brick parapet wall). Windows were originally 12-pane steel casements at front and rear elevations at first floor level with three circular fanlights above the entrances. The ground floor had 14-pane steel casements along the front elevation and mainly eight panes at the rear. Side elevations had 12 or 14-pane while the end elevations of the mess area had 8, 14 and 16-pane casements.

2.13.7 Immigration Centre

Building 31 functioned as the amenities block with a dining room, internet suite, prayer rooms and arts and crafts centre.

2.13.8 Status, March 2011

The building was modified during its time as the Immigration Centre: in particular the first floor has been partitioned in order to create additional rooms, although this has been carried out in studwork. Most of the original steel casements have been replaced with UPVC although those on the left hand entrance are original. Rainwater goods are cast iron.

- Footprint dimensions: 196ft 3in by 169ft 5in (59.81 m by 51.63 m).

2.13.9 Buildings 33 and 34

Within the curtilage of the combined dining room and institute and located at the rear of the building are two small single-storey structures. Building 33 is a WAAF changing room, but the function of Building 34 is unknown although it is presumed to be another changing room.

Building 33 – this is a two-bay structure (both 10ft 2in by 10ft 8in) (3099 by 3251), constructed of 4.5-inch brick with a single pitch roof of timber rafters carrying modern profiled steel sheets. Quarry tiled floor and white glazed tiles to walls.

Building 34 – this is similar to Building 33 but has only one bay (8ft by 6ft 3in) (2438 by 1905).

Plate 38: Combined dining room and institute (airmen's mess) (31)
March 2011

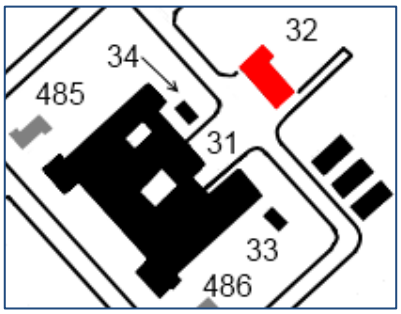
Plate 39: Combined dining room and institute (31)
Rear view showing entrance to kitchen yard and staff quarters (March 2011

Plate 40: Combined dining room and institute (31) showing NCOs' mess (Spar shop)
March 2011

Plate 41: Combined dining room and institute (31
View looking at kitchen area and building 33 March 2011

2.14 Ration Store (32)

Drawing: 3172/38, NGR: TL 40805 66447



2.14.1 Introduction

Located adjacent to the combined institute and dining room is a single-storey (three squadron) ration store. It was designed by JH Binge, originally as a NAAFI staffed store providing food rations and other services such as a tailor's shop and a shoemaker's shop. It consists of a grocery and bread store located behind a three-bay loggia. To the right of this is the meat store with its own entrance, while the shoemaker's and tailor's shops are on the SW side; these also have their own entrances, being separated from the grocery stores by a 9-inch wall.

2.14.2 Construction

Construction is of 11-inch cavity brick external walls with concrete slab roof that forms the loggia, which is supported by four brick piers. Windows were originally 8 and 12-pane steel casements.

2.14.3 Immigration Centre

Building 32 functioned as a kitchen store.

2.14.4 Status, March 2011

The building retains all of its original windows.

- Footprint dimensions: 34ft 10in by 60ft 2in (10.61 m by 18.33 m).

Plate 42: Ration store (32). March 2011

2.15 Mechanical and Electrical Plinths ‘A’ to ‘J’

2.15.1 Introduction

As the aerodrome covered many hundreds of acres, it was necessary to have a number of dispersed transformers and their associated switchgear to provide a boost to the Air Ministry voltage. These were therefore placed at intervals around the station perimeter. WWII versions are housed inside 13 inch-thick brick walled open enclosures 9ft by 17ft 7in (2743 by 5359) internal with a blast wall protecting the gated entrance. Walls are 6ft 6in high (1981). Later versions are in fenced cages. The transformers and switchgear were supplied by Crompton Parkinson and Ferranti.

The usual route of Air Ministry electric supply during WWII started with the intake sub-station (51) – the point at which the public mains became Air Ministry mains, supplied via the station’s own transformers and switchgear. Plinth ‘A’ with 50 kva transformer was the first in the circuit, and the stations emergency supply was provided through Plinth ‘B’ located at the standby plant house (179), which also had a 50 kva transformer. After this the medium voltage cable route followed another seven M&E plinths. Unfortunately, at Oakington they were never assigned building numbers, so tracing them has been difficult.

Plinth ‘C’ (30 kva), located on the NE side of the airfield,

Plinth ‘D’ (20 kva), located at the S end of the airfield close to 010 runway threshold

Plinth ‘E’ (30 kva), located at the SW end of the airfield close to runway 05 threshold

Plinth ‘F’ (20 kva). located at the NE end of W aircraft dispersals

Plinth ‘G’ (20 kva), located centrally along the S end of the W aircraft dispersals

Plinth ‘H’ (50 kva), located at the extreme SW end of the W aircraft dispersals.

Plinth ‘J’ (50 kva), located at NE side of the W aircraft dispersals.

2.15.2 Status, March 2011

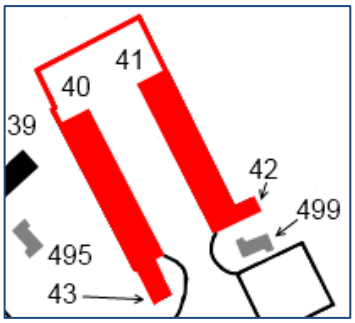
Three examples were extant in 2004 but in 2011, apart from plinth ‘A’, only the transformers remain without their walls and these are waiting to be recycled.

- Footprint dimensions: (Plinth ‘A’) 15ft 3in by 17ft 2in (4.65 m by 5.24 m).

Plate 43: M&E plinth ‘A’. March 2011

2.16 MT Vehicle Sheds and Yard (40 and 42)

Drawing: 778/38, NGR: TL 40885 66342 (centre of yard)



2.16.1 Introduction

The MT yard is a rectangular shaped paved area, open on two ends and enclosed along the sides by vehicle sheds; a distance of 80ft (24384) separate these. One of the open ends is the main entrance and this has large double steel gates, while the opposite end originally had a 30ft (9144) square washing platform and is fenced. The yard has 4 inch-diameter underground pipes which carry water from the rainwater outlets on the vehicle sheds to a central carrier drain (with yard gulley's) which then takes the water away from the yard. The concrete yard is therefore set to fall to the central drain.

2.16.2 West Shed (40)

The west shed has an MT rest room annexe built onto an end wall, followed by three bays forming a large repair bay and then a lock-up bay. These first four bays are higher than the next eleven bays of the terrace, to accommodate rows of fixed lights above the door openings. All bays are 30ft (9144) length versions, whereas in sheds of earlier schemes the garages following the repair and lock-up bays were only 20ft (6096) long.

The office annexe in its original form had a rest room, office, store, toilet, compressor house, small valve cleaning room and an oil and paint store. The repair bay had a 7 ton lift in the centre, and this is the only one in the terrace to have side walls. All others are arranged open plan. The bays all have concrete floors, and a concrete hurter to prevent a vehicle from hitting the rear wall.

In 1966 a 40ft by 20ft (12912 by 6096) refuelling vehicle servicing bay was built against the north end elevation, with breeze and brick cavity walls and a roof of Bison reinforced concrete slabs. It has a vehicle inspection pit and Henderson folding shutter doors. Windows are industrial metal casements. At the same time, the adjacent garage bay became a filter servicing bay and a new concrete block wall was built separating it from the next garage bay.

Plate 44: General view of the MT section during army occupation 1st Battalion Royal Anglian Regiment's 1997

Plate 45: MT vehicle shed (40)
March 2011

Plate 46: MT vehicle shed (41)
March 2011

2.16.3 East Shed (41)

The shed on the opposite side of the yard consists of a terrace of 14 standard 30ft (9144) bays, all arranged at the same height. The garages here are arranged open plan, but they are divided into two sections of seven garages by a fire wall.

In 1966 a small oil store annexe was built in the space between buildings 40 and 42. It is constructed of 9-inch brick with 13.5-inch piers at the 4ft (1219) wide entrance. The roof is a single pitch corrugated asbestos sheeting arrangement. It measures 8ft 6 in by 15ft (2591 by 4572).

2.16.4 Long Bay (42)

At the SE end of vehicle shed (41) is a detached (now link-detached) long bay shed (42) to accommodate two vehicles.

Plate 47: MT long bay (42)
March 2011

Plate 48: MT vehicle shed and long bay (41 and 42)
March 2011

2.16.5 MT Driver's Rest Room (43)

Built against south end elevation of the original office / rest room annexe, is an extension known as building 43. This provided for a larger rest room and was itself extended c.1968 to include a washroom and lavatory. The original extension was built with half brick cement rendered walls, and the new washroom annexe was constructed of 11-inch cavity brick supporting a concrete slab roof.

2.16.6 Vehicle Shed Construction

External walls are 15-inch cavity brick walls with 9-inch internal walls (repair bay), and reinforced concrete beams supporting a roof of reinforced concrete slab. Doors were originally timber glazed sliding and folding types, but these have been replaced with steel shutters. There is a single casement window in each bay, and these were originally 4 and 12-pane steel types fitted to the rear of the garage bays.

2.16.7 Status, March 2011

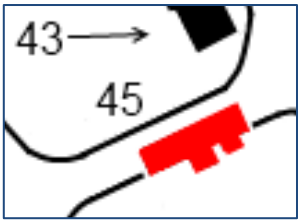
Apart from the refuelling service bay, all sheds have had roller shutters installed.

- Footprint dimensions:
- Vehicle Shed (40) 181ft 8in by 35ft (55.36 m by 10.67 m)
  Vehicle shed (41) 172ft 3in by 34ft 2in (52.50 m by 10.42 m)
  Long bay (42) 66.0ft by 17ft 6in (20.12 m by 5.33 m)
  Refuelling Service Bay 44ft 3in by 22ft 6in (13.50 m 6.87 m)
  MT Driver's Rest Room (43) 47ft 10in by 23ft 9in (14.60 m by 7.25 m).

Plate 49: General view of MT vehicle sheds (40, 41 and 62)
March 2011

2.17 Articulated Trailer Shed (45)

Drawing: 9870/37, NGR: TL 40895 66265



2.17.1 Introduction

The articulated trailer shed at Oakington in its original form was a detached, single-bay garage for a Queen Mary trailer with dimensions 44ft 3in by 7ft 6in (13487 by 2286). It was similar in architectural treatment to a standard 30ft (9144) MT bay, but was 20ft (6096) longer and had main door openings at both ends.

In the 1960s the building had been in use as a paint spray shop and in 1967 a large extension was added to the NE end, and three smaller annexes were also built against the SE elevation. The larger extension created an additional paint spray shop 34ft 2in by 19ft (10414 by 5791), it is built with 15-inch cavity brick / concrete block walls with a roof of Bison pre-stressed roofing planks. The smaller annexes consisted of a paint store 10ft by 12ft 6in (3048 by 3810), a plant room with filter chamber 16ft 9in by 14ft (5105 by 4267) and a compressor house 8ft by 5ft (2438 by 1524). Each of these is built of 11-inch cavity brick walls.

Under army occupation, a mezzanine floor was installed within the large extension when the building was converted into signals accommodation. The first floor was used as an instruction room, the floor below became a workshop and the original building became a store. Of the small annexes, the plant room and filter chamber became an office and heating chamber, the paint store became a toilet facility and the compressor house was used as a store.

2.17.2 Construction

The original building is constructed of 15-inch cavity brick walls supporting a concrete slab roof. Windows were originally four-pane steel casements.

2.17.3 Status, March 2011

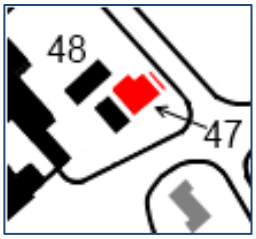
Windows are UPVC, access was not possible.

- Footprint dimensions: 88ft 3in by 37ft 8in (26.91 m by 11.47 m) (at its maximum width).

Plate 50: Articulated trailer shed (45) and extension
March 2011

2.18 Compressor House (47)

Drawing: 316/37, NGR: TL 40830 66262



2.18.1 Introduction

Designed by Frank Lambert, the compressor house is located close to the AMWD yard. It is in two parts consisting of the machine or plant room 12ft by 15ft (3657 by 4572) which housed two compressors, each with a capacity of 25 cu ft, and two automatic control panels. The other part is the air receiver compound which contains the pressurised cylinder that stores the compressed air. The purpose of its plant is to force sewage around the sewerage system. Adams Hydraulics Ltd. of York and London installed the equipment. A full height hollow blast wall protects the entrance elevation.

2.18.2 Construction

External walls are 13.5-inch brick while the wall between the machine room and air receiver room is 9-inch brick. The roof is a concrete slab without parapet wall. The floor is quarry tiles with concrete foundation blocks for two compressors.

2.18.3 Status. March 2011

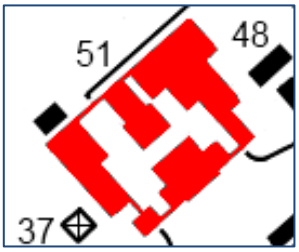
The machine plant room contains modern pumping plant and the receiver room retains its air receiver vessel.

- Footprint dimensions: 25ft 5in by 17ft 5in (7.74 m by 5.29 m).

Plate 51: Compressor House (47)
March 2011

2.19 AMWD Offices, Workshops and Yard (51)

Drawing: 15975/39, NGR: TL 40780 66250 (centre of complex)



2.19.1 Introduction

Occupying a central position between the domestic and technical areas is the Clerk of Works' AMWD offices, workshops and yard. It has a rectangular-shaped plan-form and consists of a number of different building and structures within a single complex. All of these are important to the day-to-day running of the station, and the staff here maintained essential services such as electric power (mains and standby), water and sewage disposal as well as providing workshops and stores for tradesmen engaged in the maintenance of buildings. Close by are other buildings associated with the Clerk of Works, such as the compressor house (47), disinfector house (52) and central heating station (55).

The outside open areas within the complex are actually two separate yards, one used by maintenance contractors and the other by the staff of the Clerk of Works and the Station Engineer. A sub-station and the pump house with high-level water tower occupy a central position and separate the yards. The works and buildings offices and the workshops are on the east side while the contractors' store and a 100,000 gallon reservoir (now demolished) occupied the west side. The southern section has both yard entrances separated by the defence centre and two garage blocks.

Plate 52: AMWD offices (51)
March 2011

2.19.2 AMWD Works and Buildings Offices and Workshops Type B4 (51)

Drawing: 6286/37

The AMWD offices and workshop block originally had a U-shaped plan-form; it was designed by JH Binge and consists of an oil store, toilets and fitters' shop located at the entrance to the yard. This is followed by a central store which has a higher ceiling level than the surrounding structures; it also has a large raised lantern light within the centre of the roof. The Station Engineer and Clerk of Works offices follow on from this with access from a corridor, and the final room is a small store. In the 1960s the fitters' shop had been converted to offices and in

1964, an 11ft (3353) wide extension along the west wall of the fitters' shop was built to create a further three rooms.

These were:

Store – 24ft 6in by 37ft 6in (7315 by 11430)

Fitters' Shop – 13ft 6in by 18ft 6in (4114 by 5639)

Station Engineers and Clerk of Works' Offices – 15ft by 15ft 5in (4572 by 4699).

Construction is of 11-inch vented cavity walls with vertical 5-pane steel casements and high-level 12-pane horizontal casements (these have been replaced with UPVC). The roof is reinforced concrete slab.

- Footprint dimensions (total complex): 186ft by 148ft (56.72 m by 45.11 m)

2.19.3 Contractors' Store (51)

The maintenance contractors' store was originally within a walled contractors' yard which has small open sheds and a lavatory block. The main building is arranged open-plan with an office in one corner. This accommodation forms the west elevation of the complex and was originally joined to the reservoir but is now isolated. The reservoir therefore formed part of the W and N walls of the yard.

The reservoir was constructed to drawing number 7344/37 and had a capacity of 100,000 gallons; it consisted of two reinforced concrete chambers 25ft by 38ft 2in (7620 by 11633) and 10ft 3in (3124) deep. It is unknown when or why the reservoir was removed and replaced by another structure. The new one is in a different location from the original.

Plate 53: Contractor's offices (51)
March 2011

2.19.4 Type B37 Substation and Pump House 151899/39 (51)

The substation and pump house form a semi-detached building which is adjacent to the high-level water tank tower.

The pump house has a number of pumps that could be used during an emergency to provide a boost to the water pressure for fire-fighting purposes. It was positioned close to the reservoir, but this is now demolished. Construction is of 15-inch cavity brick; the inner leaf is glazed brickwork up to dado height and pioneer blocks above. Walls rise above a 12 inch-thick lower roof to form a parapet above an upper (6 inch-thick) roof. The 5ft (1524) deep void is filled with a layer of sand and gravel and a final layer of gravel only. Windows are six-pane steel casements. The floor is tiled.

The substation has a square-shaped plan-form and is attached to an end elevation of the pump house. It consists of the substation room with switchgear apparatus and three transformer enclosures which are accessed from outside the building. The incoming company electrical supply entered the station via this building where the voltage was transformed down to form an Air Ministry outgoing supply via switchgear. Construction is of 15-inch cavity brick with walls rising above a 12 inch-thick lower roof to form a parapet above an upper (6 inch-thick) roof. The 5ft (1524) deep void is filled with a layer of sand and gravel and a final layer of gravel only. Windows are 6 and 12-pane steel casements. It may have been replaced by an M&E plinth located adjacent to the building on the NW side.

Surrounding the substation and pump house would have been a hollow concrete traversed blast wall; this had a height of 11ft (3353) and was filled with gravel but has now been demolished.

Plate 54: Type B37 substation and pump house (51)
March 2011

2.19.5 High-Level Water Towers 15874/39 (51)

The high-level water tower consists of two 24ft by 20ft by 12ft (7315 by 6096 by 3657) pressed steel tanks erected at a height of 65ft (19812) on twin open-lattice steel towers and was designed by A Beasley. Normally the high-level water tank on peacetime-designed stations would be hidden inside and supported by brick or concrete towers, and so the Oakington version is a first generation austerity example – a typical characteristic of a Scheme 'M' station.

Plate 55: Type B37 substation and pump house (51) viewed from the rear
March 2011

Plate 56: Gas defence centre and garages (51)
March 2011

2.19.6 Type B7 Gas Defence Centre and Garages Block 8556/37

The SE elevation of the AMWD complex (high-level water tank behind) is a gas defence centre with a garage on either side. This is positioned between the two yards. The garages were provided for the cars belonging to the Station Engineer and Clerk of Works. These are 20ft by 10ft (6096 by 3048) with a concrete washing space at the front.

The single-storey gas defence centre was designed by JH Binge, ARIBA and is based around two main rooms. From 1938 one of the duties of the works and bricks department was to prepare the station for a possible gas attack, and the gas defence centre functioned as a storage facility for anti-gas equipment. Typical stores associated with this building included: gas capes, spades, warning posts, bleach, gas detection paint, gas masks and wellington boots. There was also an issue area with counter. The other room is a changing room.

Construction is of 11-inch cavity brick with windows of three and six light steel casements. The roof is reinforced concrete slab.

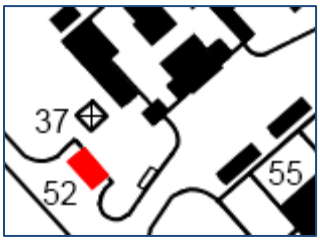
2.19.7 Status, March 2011

All WWII structures apart from the reservoir are extant.

Plate 57: Gas defence centre and garages with water tank tower (51)
March 2011

2.20 Disinfector House (52)

Drawing: 16997/39, NGR: TL 40760 66205



2.20.1 Introduction

Dirty clothes removed from the annexe to the sick quarters and decontamination centre were brought to the disinfector house to be cleaned. The building therefore functioned on similar lines to a launderette and consisted of a 'dirty' or infected room with a steam disinfector, and another where the clean clothes were stored awaiting collection called the disinfected area. A boiler room with a fuel store is located in a side annexe. The building was designed by Frank Lambert in November 1939.

Dirty clothes were placed into a cage and then fed into the steam disinfector; once the cleaning cycle had been completed the clothes were removed on the clean side, and then stored on racks awaiting collection. Rooms: clean side 16ft 6in by 22ft (5029 by 6705), dirty side 16ft 6in by 13ft (5029 by 3962). Boiler room is 7ft by 10ft (2133 by 3048). Ceiling height is 10ft 5in (3175).

2.20.2 Construction

External walls are 11-inch cavity brick, and the internal wall between the dirty and clean sides is 4.5-inch brick (the exit from the steam disinfector is through the dividing wall on the clean side). The roof is constructed of reinforced concrete slab (protected). Windows were originally eight-pane steel casements.

2.20.3 Status, March 2011

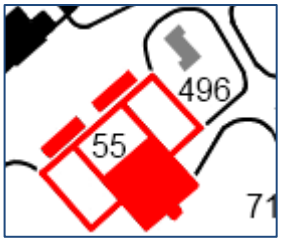
The chimney stack has been considerably shortened and capped.

- Footprint dimensions: 28ft 5in by 37ft 9in (8.66 m by 11.56 m).

Plate 58: Disinfector house (52)
View is of the clean side, with the boiler house annexe on the left. March 2011

2.21 Central Heating Station Type 2A (55)

Drawings: 16004/39 and 16285/39, NGR: TL 40835 66185



2.21.1 Introduction

Instead of every building having a boiler room of its own, a central heating station (CHS) was provided to supply a steam heating service to buildings connected to the local District Heating Scheme (DHS). Long lengths of feed and return pipe work carried within underground ducts provided a ring-main that could service all buildings connected to the scheme. A Beasley designed the type 2A version and 11 examples were built at 11 RAF Stations.

2.21.2 CH Station

In its original form the complex was rectangular in plan-form and arranged as two parts consisting of a single-storey boiler house with an attached pump room forming the main building. The other part is the fuel bunker compound (see below); the central part where this connected with the CHS had three fuel hatches through which coal was shovelled into the boiler room. The boilers were connected to a horizontal flue that joined with the chimney stack boiler flue. In front of and joined to the stack is a tall water tank tower, identified by a large vertical galvanised steel vent frame running up its front elevation. On one side of the boiler house is a clinker bunker.

2.21.3 Fuel Bunker

Facing the AMWD offices and yard is the very large brick and concrete fuel bunker compound which was also designed by A Beasley (to drawing number 16720/39). It is larger than average because it was combined with the general fuel store, which otherwise would have been a separate store on its own. It consists of a covered bunker built against the west elevation of the CHS and in front of this is a (central) coke store with a capacity of 330 tons. On both sides and extending beyond the middle coke store to include the sides of the covered bunker are another two (outer) coke stores, each with a capacity of 315 tons. The perimeter of the three open stores is a thick-section 8ft 9in high brick wall, while the west wall is 10ft high. Extending beyond the west wall are two general stores, these are positioned on either side of the gate to the central coke store. One of these is subdivided into a covered wood store, a covered sack and scales store and an open anthracite store with a capacity of 10 tons. The other general store is subdivided into two equal halves each having a capacity of 78 tons of domestic coal.

In more recent times the old coal-fired boilers were replaced with high-pressure oil-burning stoves, and the west side coke bunker was converted to accommodate the oil tanks; these do not survive but their foundation blocks are still in place. The rooms are:

CHS – boiler room 37ft by 52ft (11277 by 15849) and pump room 15ft by 37ft (4572 by 11277)

Covered bunker 25ft by 69ft 6in (7620 by 21183)

Central coke store 52ft 2in by 69ft 6in (15900 by 21183)

Outer coke bunkers 44ft 7in by 78ft (13589 by 23774)

Wood store 20ft by 22ft 7in (6096 by 6883)

Sack store 9ft 9in by 22ft 8in (2972 by 6909)

Domestic coal bunkers 20ft by 22ft 8in (6096 by 6883).

2.21.4 2.21.4 Construction

External walls of the CHS are 15-inch cavity brick with RC beams supporting the concrete slab roof.

2.21.5 Status, March 2011

Access was not possible.

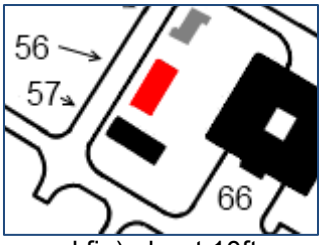
Footprint dimensions: 150ft 11in by 166ft 4in (46.0 m by 50.87 m).

Plate 59: Central heating station (55)
March 2011

Plate 60: Central heating station – a view looking at the fuel store
March 2011

2.22 Link Trainer Building (56)

Drawings: 1762/39 and 15119/39, NGR: TL 40758 66139



2.22.1 Introduction

The Link trainer provided an alternative to training pilots in instrument flying that was cheaper than flying actual aircraft. Edwin Link, an American organ manufacturer, invented the trainer in 1929.

The wartime trainer consisted of a fuselage (with stubby wings, tailplane and fin) about 10ft (3048) long made of a timber frame covered with plywood. Underneath the 'aircraft' were powerful bellows enabling the device to simulate basic flying movements similar to pitching, banking and turning of a real aircraft. The cockpit closely resembled a single-engined training aircraft of the period with the basic six instruments plus compass, radio, rudder pedals and control column. The instruments and the relevant control surfaces indicated a change in flight attitude.

Connections led from the trainer to an instructor's desk where a small three-wheeled trolley called a 'tracking crab' (automatic recorder) reacted to time and rate of movement of the fuselage. One of the wheels (idler wheel) acted as a pen recorder and traced an accurate course onto a map of the countryside over which the 'pilot' was supposed to be flying. The instructor's desk had a duplicate set of instruments that enabled him to assess the pilot's flying ability.

2.22.2 Link Trainer Building

Frank Lambert designed the building at Oakington; it is an 'M' Scheme version and consists of two classrooms separated by a 9-inch brick wall, each half having one Link trainer and a separate internal entrance porch. Each classroom is 25ft by 25ft (7620 by 7620), ceiling height 10ft 3in (3124).

2.22.3 Construction

External walls are 11-inch cavity brick with the inside face plastered on either side of a cement dado. Windows were originally three-pane high-level steel casements with concrete sills. The roof is reinforced concrete slab without parapet wall but with roof overhang, and a continuous precast concrete lintel.

2.22.4 Status, March 2011

The building is in good condition, but one half is missing its set of high-level windows, and a large doorway has been cut into the exterior wall which has since been filled in with brick (see photos). In the left hand bay, the square-shaped under floor ducting for the link trainer can still be seen.

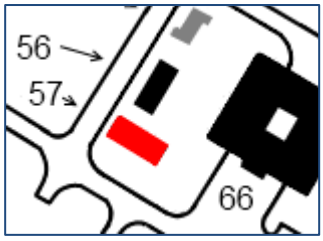
- Footprint dimensions: 54ft 10in by 28ft 11in (16.72 m by 8.81 m).

Plate 61: Link trainer building (56)
March 2011

Plate 62: Link trainer building (56)
March 2011

2.23 Synthetic Navigation Classroom (57)

Drawings: 2075/43 and 3WA/8A/458, NGR: TL 40754 66119



2.23.1 Introduction

Built after November 1943, this is a temporary brick hut with external brick piers covering five 10ft (3048) bays with a pitched roof, and another one at 9ft with a flat roof. Four of the bays functioned as an open-plan classroom while an end bay was subdivided into a D/R training room and an office. This 9ft (2743) wide bay is two storeys in height, at first floor level it was used for practical synthetic navigation training; the flat roof had four astro glass domes for navigators to practice using a sextant. An original desk is also present. Access to this floor was via a narrow concrete staircase.

2.23.2 Construction

External walls of the main building are cement-rendered 4.5-inch brick, with external piers at 10ft (3048) centres supporting exposed 18ft (5486) span steel trusses carrying corrugated asbestos cement sheeting. Windows were originally 12-pane steel casements, but these have now been replaced. The flat roofed section is constructed of 9-inch cement rendered brick; the roof is clad with asbestos cement decking.

2.23.3 Status, March 2011

All windows are UPVC.

- Footprint dimensions: 61ft by 19ft 1in (18.60 m by 5.82 m).

Plate 63: Synthetic navigation trainer classroom (57)
March 2011

2.24 Bulk Aviation Fuel Installation (58 and 99)

Drawings: 15224/39 and 1619/39, NGR (58): TL 40575 66130, (99) TL 40730 65920

2.24.1 Introduction

Two JH Binge designed, Type B4 Aviation Petrol Installations were built at Oakington, each with a capacity of 72,000 gallons. Although today there is very little in the way of above ground evidence, the roadways are extant, and it is thought the six underground storage tanks and pump house are in-situ but filled with sand and gravel.

The installations consist of a circular road of two different widths. In the centre of this circle are the underground pump room and six storage tanks, each with a capacity of 12,000 gallons. The wider road has two 10ft by 30ft (3048 by 9144) RAF tanker concrete standings separated from each other by 10ft. Each standing would have had a vertical stand post with hoses for filling the tankers with petrol from the underground tanks. The full tankers would then make their way around the perimeter track to service the aircraft.

On the opposite side of the circular road (the narrow width section) there is similar standing for the petrol company tanker to park up on. Here there were six ground-level manifold type connectors for the tanker to offload its petrol into the tanks below. Inside diameter of roadway is 80ft (24384). Pump house 15ft by 19ft (4572 by 5791) (internal).

As a Class IIa station the bulk aviation fuel installation (58) was considered important enough to protect, and it is the focus of a defended locality in the form of three pillboxes.

2.24.2 September 2004

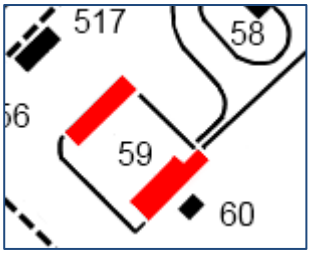
Only structure 58 survived in any graphic form in 2004, and since then all traces have been removed.

- Footprint dimensions: 129ft 6in by 143ft 1in (39.48 m by 43.60 m)

Plate 64: Aviation fuel installation (58)
September 2004

2.25 25-yard Machine-gun Range (59)

Drawing: 2904/3, NGR: TL 40540 66090



2.25.1 Introduction

This is a large 25 yard rifle range having four firing positions, to give airmen who were engaged in airfield defence shooting practice with pistols, rifles and machine guns.

It is in three parts and consists of a brick-built firing shelter and workshop with a single-pitch corrugated asbestos roof. This faces the brick-built butt which has a target trench at the front. The butt consists of a V-shaped (in section) structure with stepped side walls and a long buttressed rear wall that extends beyond the butt. The 25ft by 64ft (7620 by 19507) butt had an angled sand bank but this has now been removed. There is a marker's shelter at one end of the target trench and a target store is located against a side and rear wall of the butt. Between the target trench and the target shelter is a 75ft (22860) long landscaped area which falls at a shallow angle away from the shelter before a steep incline at the target trench front wall.

The targets originally consisted of 4ft 6in (1371) square frames or holders made of 1.25-inch gas barrel pipes. The frames are pivoted and connected to wires attached to a pulley system controlled from levers inside the firing shelter. This enabled the target holders to lie flat to enable the airman acting as a marker to change the target before it is raised to the firing position.

2.25.2 September 2004

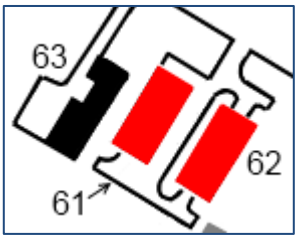
When viewed in 2004 the firing range had been altered to conform to modern requirements with most of the original features erased. A new target pulley system had also been installed. The structure was demolished before March 2011.

- Footprint dimensions: 125ft by 105ft 4in (38.08 m by 32.12 m).

Plate 65: 25 yard MG range (59)
September 2004

2.26 Marston Sheds (61 and 62)

Drawing: 6526/43, NGR: (61) TL 40754 66052, (62) TL 40770 66043



2.26.1 Introduction

Two Marston sheds were erected at Oakington which date from 1943. They were used as an annexe to the main stores to provide additional storage space for holding barrack and technical stores.

2.26.2 Construction

They are of standard War Office low shed design with end-opening doors. Construction is of a steel RSJ type framework (7 by 11-inch RSJs) supplied by Skinningrove Steel Works, arranged at 25ft centres supporting standard commercial steel trusses. Wall covering was normally corrugated asbestos sheeting for walls and 24 gauge corrugated steel roofing sheets, but these have since been replaced with modern profiled steel cladding. Span 45ft, (13716) bay width 25ft (7620) and clear height 16ft (4877). Door opening is 12ft high (3657) by 11ft (3353) wide.

2.26.3 Status, March 2011

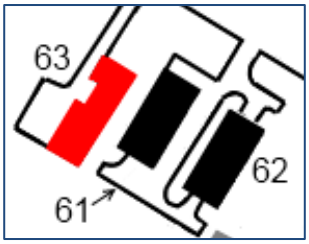
In 1986 building 61, which functioned as a married quarter exchange store and office, had a single pitch annexe built onto the NE end elevation which is an entrance lobby and lavatory. The other building is open-plan.

- Footprint dimensions: 100ft by 45ft (30.5 m by 13.72 m).

Plate 66: Marston sheds (61 and 62)
March 2011

2.27 Training Theatre (63)

Drawing: NAO/55/76/3, NGR: TL 40730 66055



2.27.1 Introduction

During 1977 a new four-point 25 metre indoor firing range or training theatre was built; it is a generic Army design dating to 1970. Targets were presented by a cinematic image shown on a screen which was pre-coloured to represent an area of open countryside. There are two annexes, one is a cloak room and the other is a store; there is also a projector store and lobby with double doors for a vehicle to enter. The internal space is 9705 by 32485.

2.27.2 Construction

External walls are 11-inch cavity brick supporting a reinforced concrete slab roof.

2.27.3 Status, March 2011

The interior walls retain their original paint scheme.

- Footprint dimensions: 109ft 4in by 35ft (33.32 m by 10.68 m).

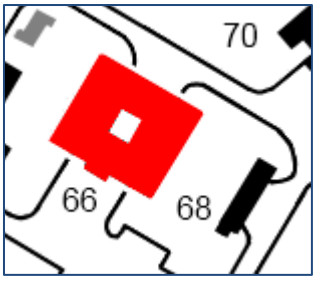
Plate 67: Training theatre interior (63)
March 2011

Plate 68: Training theatre rear view (63)
March 2011

Plate 69: Training theatre (63) front elevation
March 2011

2.28 Main Stores (66)

Drawing: 7034/37, NGR: TL 40801 66122



2.28.1 Introduction

The main store was a single-storey centralised storage facility designed by JH Binge, to accommodate both technical and non-technical equipment within a single building. It occupies a position close to the hangar line. The structure has a nominally square-shaped plan-form and is easily recognisable by its central two-storey height fabric store. The building is a Scheme 'M' version with protected concrete roof (without parapet wall). It is arranged with a pair of parallel longitudinal corridors that divide the building into three main components:

Central area

NW wing

SE wing

2.28.2 Central Area

The central area is mainly single-storey but includes a fabric store that rises to two storeys located at the front elevation (which is south facing), where it projects slightly away from the main building. The rear is the packing, unpacking, receiving area and packing case store with three 8ft (2438) wide openings that open out onto a raised platform for unloading supplies from lorries. For this reason, the area is 3ft (0914) above the normal floor level (the concrete floor is supported on sleeper walls), and ramps are provided for access from the two parallel corridors.

The central light well measures 23ft 8in by 16ft 2in (7213 by 4927), and on one side is a magneto and instrument store while on the other are two offices. Between the light well and the fabric store is a lateral corridor which connects with the two longitudinal corridors. The two sides of the fabric store have a rubber store and issue area on one side, and a bedding store and a barrack warden's office on the other. The fabric store held airframe components, and originally had main timber folding doors on the inside and a sliding blast proof steel door on the outside; the steel doors opened out along a projecting gantry and rails set into the concrete floor outside the building.

2.28.3 NW Wing

The single-storey NW wing was arranged mainly open-plan and functioned as the general store for aero-engine and motor transport spares; although it was originally designed to have three small offices it may instead have had one large office.

2.28.4 SE Wing

The single-storey SE wing was subdivided into a produce area, barrack and furniture store, clothing store and a fitting space at the front.

2.28.5 Construction

External walls are 15-inch cavity brick with RC beams at 10ft (3408) centres. Internal walls are mainly 4.5-inch except for the fabric store which is 9-inch brick. The receipts and unpacking and the packing case store are lined with steel-framed wire screens. Windows were originally 6, 8, 12 and 18-pane steel casements. The protected roof is reinforced concrete slab without parapet wall.

2.28.6 Status, March 2011

The building survives with many original features except for the windows which have been replaced with UPVC double glazed units, and the fabric store doors have also been replaced. The steel wire mesh cages around the packing area are in-situ.

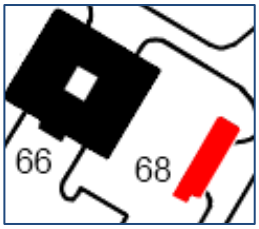
- Footprint dimensions: 125ft 7in by 110ft 1in (38.28 m by 33.56 m).

Plate 70: Main stores (66) front elevation showing fabric store
March 2011

Plate 71: Main stores (66) rear view showing receiving area
March 2011

2.29 Lubricant and Inflammable Store (68)

Drawing: 7352/38, NGR: TL 40840 66101



2.29.1 Introduction

The combined lubricant and inflammable store is a detached annexe of the main stores, for storing dangerous liquids and oils that required a fire-proof facility. It is a three-squadron type, with a rectangular-shaped plan-form, consisting of the main building and an annexe at either end. Earlier pre-expansion period designs were two separate buildings consisting of a lubricant store and an inflammable store, but this version is combined as a single structure. It is a Scheme 'M' version without parapet wall above the roof.

The building has four entrances along the aerodrome elevation which access four separate store cubicles. At the west end is a dirty oil store, followed by oil filter and clean container store, then a clean oil store, the next is a lubricant store and the last one at the eastern end of the main building, is an inflammable store.

At the west end is a small annexe which is a dope store with its door on the west end elevation, while at the east end are two stores with doors on the east elevation; these consist of a carbide store and an acid store.

2.29.2 Construction

External walls are 11-inch cavity brick with internal piers; internal dividing walls are 4.5- and 9-brick. Windows are mainly six-pane steel casements along front and rear elevations; these are set within continuous lintels and window sills. The roof is constructed from breeze type concrete slabs supported by reinforced concrete beams. Each storage compartment has steel fire-proof double doors.

2.29.3 Status, March 2011

The building retains its original steel doors and windows.

Table I – Lubricant and Inflammable Store Rooms

Store	Imperial	Millimetres		Store	Imperial	Millimetres
Dirty oil	7ft 7in by 16ft 2in	2311 by 4927		Oil filter & clean containers	15ft 3in by 16ft 2in	4648 by 4927
Clean oil	8ft 2in by 16ft 2in	2989 by 4927		Lubricant	15ft 9in by 16ft 2in	4800 by 4927
Inflammable	19ft 7in by 16ft 2in	5969 by 4927		Dope	7ft 1in by 8ft 8in	2159 by 2461
Carbide	5ft 1in by 7ft 1in	1549 by 2159		Acid	7ft 1in by 8ft 8in	2159 by 2461

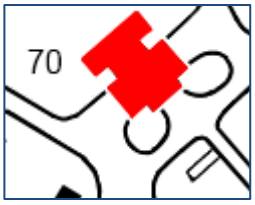
- Footprint dimensions: 76ft 3in by 18ft 8in (23.25 m by 5.89 m).

Plate 72: Lubricant and inflammable store (68)
March 2011

Plate 73: Lubricant and inflammable store (68) rear elevation
March 2011

2.30 Armoury (70)

Drawings: 7304/37 and M&E 3612/40, NGR: TL 40868 66150



2.30.1 Introduction

The armoury was designed by JH Binge to centralise the ammunition requirements of a three bomber squadron station as well as the station needs within a single building. The Oakington version is based on an earlier one designed by A Bulloch, FRIBA. It is located in a central position between the main hangars, and therefore close to where the work on the aircraft is carried out. The building is based around two main parts, a single-storey armoury facing the aerodrome and two-storey office accommodation facing the technical area. There is also a small basement in part of the building. It is a Scheme 'M' version with protected concrete roof (without parapet wall). The first rooms on the ground floor were occupied on 19 October 1940.

2.30.2 Ground Floor (two-storey part)

The front elevation is symmetrical with a central entrance and hall leading to an L-shaped corridor. On one side of the hall are two offices and on the other is a classroom. The L-shaped corridor forms two sides of the Air Ministry Laboratory (AML) bombing teacher, and on the other side is a suite of lavatories and stairs going down to the AML target floor in a basement, or up to the first floor. On the right of the corridor is the gas respirator workshop.

2.30.3 Ground Floor (single-storey part)

Beyond the AML is a large central workshop used for turret firing gear and magazine maintenance. This is flanked by three rooms on each side. On the left are three squadron armouries, while on the opposite side is the station armoury, an ammunition filling room, then an expense ammunition store which is half the size of the other two as the remaining space is occupied by the camera obscura. The final rooms on the ground floor are an oil and paint store, a valve chamber, lobby and store.

2.30.4 First Floor

The first floor was almost exclusively the domain of the photographic section but also contains the projection floor level of the AML.

There is a workshop, and separate rooms for chemical mixing, developing, printing, film drying, an office as well as a photographic instruction and lecture room. These are served by a central passage while on the other side is a photographic workshop, the upper floor of the AML, stairs and lavatories.

The flat roof above the turret firing gear room has a large triangular shaped ring of roof lights which is thought to be a night practice bombing target and would have been used in conjunction with the camera obscura – this is a rare feature not seen elsewhere.

2.30.5 Air Ministry Laboratory Bombing Teacher

The chief apparatus specifically for the instruction of bomb-aimers was the Vickers-Bygrave Bombing Teacher, manufactured by Vickers-Armstrongs Ltd. This teacher was used for the instruction in air navigation and bomb dropping techniques under conditions that reflected a realistic representation of those experienced while flying. Instruction took place in a darkened room, the floor of which was whitened. On to this floor was projected an aerial photographic mosaic printed onto a 10 inch (254) square transparency. This represented 1,600 square miles of country at a scale of 1: 200,000, very fine detail was not possible but sufficient detail was shown for the recognition of ground marks, to produce a realistic representation of the ground

as seen from a height of 8-9,000ft (2.4 km to 2.7 km). A platform represented the aircraft from which the 'ground' could be seen, which was fitted with navigation and bomb sighting equipment for use of the bomb-aimer under instruction, and a seat and rudder bar for the pilot. The image of the ground slowly moved towards the platform thus simulating the flight of the aircraft. Means were also provided to represent the effects of wind on the course of the aircraft.

The bomb-aimer gave instructions to the pilot to 'fly' in the direction of the 'target', having calculated the direction and force of the wind. When he had sighted on the target, he opened a switch to release the 'bomb'. A device working at an interval equal to the time taken for the bomb to reach the ground would stop the movement of the ground when this time period had elapsed. Painted on the floor was a circle known as a 'fixed trail point', which marked the point on which the correctly aimed bomb should drop through. Any error could be seen by the difference in the position of the target and the fixed trail point. The equipment was finally installed and checked on 20 December 1940, the target slides arriving on 5 January 1941.

2.30.6 Camera Obscura

The camera obscura was an early training aid for the checking of a pilot's ability to fly straight courses, find wind speed and direction, and for the simulation of level bombing. In the roof of the camera obscura was a glass lens through which the image of the aircraft was projected onto a table. The release of an imaginary bomb was indicated to the instructor by the flash of a magnesium bulb fitted to the aircraft. From the position of the flash in relation to the focal centre and fixed target position on the table, the instructor could tell where the bomb would have fallen.

There were two types of camera obscura: a portable type and the fixed version. The one in use at Oakington was in a room inside the armoury. It was used in conjunction with a lighting rig fixed to the roof (see image).

2.30.7 Army Modifications

During the Army occupation, the single-storey part of the building was effectively cut off from the two-storey part and all doorways from the workshop to the three original armouries, station armoury, ammunition filling room and camera obscura were in-filled in brick to create six secure armouries. The double doors to the original three armouries were made smaller and the window frames to the overhead roof lights were removed and in-filled in brick.

2.30.8 Construction

Construction is of 15-inch cavity brick external walls, with 9-inch brick internal walls on the ground floor and 11-inch cavity brick walls on the first floor. Windows were originally three, five and ten-pane steel casements. The protected roof is reinforced concrete slab, which on the single-storey section is interrupted by lantern lights over the armouries and filling room. The roof is supported by internal walls and concrete beams.

2.30.9 Status, March 2011

The presence of the bombing target on the roof was very interesting as it is the first one that I have seen. All windows have been replaced with UPVC double glazed units.

- Footprint dimensions: 99ft by 86ft 1in (30.24 m by 26.25 m).

Plate 74: Armoury offices (70)
March 2011

Plate 75: Armoury Offices (70) front elevation
March 2011

Plate 76: Armoury (70) AML
March 2011

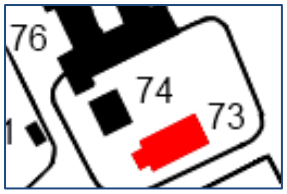
Plate 77: Armoury (70) looking south
March 2011

Plate 78: Armoury (70) bombing target lighting rig
March 2011

Plate 79: Armoury (70) light fitting
March 2011

2.31 Parachute Store (73)

Drawing: 6351/37, NGR: TL 40924 66177



2.31.1 Introduction

From 1927 parachutes became standard RAF equipment, and all aircrew had to be measured for and issued with their own. These had to be periodically inspected to ensure that they were fit for service. This was achieved under the supervision of a senior NCO and carried out on a monthly basis by safety equipment workers. Each parachute pack was issued with a small card on which was noted the date of the last inspection. Details included to whom it was issued, and RAF Form 1125 was signed to confirm that the parachute was fit for use.

One of the main problems with parachutes was that of condensation, and to prevent shrinkage they had to be dried out. The object was to evaporate 6lb of moisture per parachute every 24 hours. A dry atmosphere with constant ventilation and a temperature of between 55 and 65 degrees F was required. The building had to be free of dust and built with a lobby so that the outer door could be closed before the inner was opened. The main room had to have sufficient height to permit parachutes to be suspended by their apices for airing and drying, without any part of the silk canopy touching the floor. In this position, rigging lines were placed on smooth-top tables. Natural lighting was used to flood the 40ft long packing table to allow each parachute to be thoroughly inspected. In contrast the storage of the packed parachutes required a blind wall, to prevent the harmful sunlight from damaging the parachutes. The is a single room 21ft by 49ft (6401 by 14935)

2.31.2 Construction

The building at Oakington is constructed with 15-inch cavity brick external walls with a row of three 15-pane windows on the north facing (packing area) side wall, the opposite wall (storage racks) and the sides are blind. The only entrance is through an external porch on the west end elevation. The protected roof is concrete slab with the central section raised 3ft and supported by a RC framework incorporating a single row of three lantern lights on either side. It is from this raised ceiling that the parachutes were suspended.

2.31.3 Status, March 2011

The building is in good condition but does not contain any original features, such as the pulleys in the ceiling for winching up the parachutes to dry.

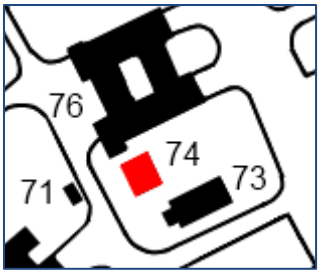
- Footprint dimensions: 52ft 4in by 25ft 4in (15.96 m by 7.73 m).

Plate 80: Store (73) north elevation (packing side)
March 2011

Plate 81: Parachute store (73), blind south elevation (storage)
March 2011

2.32 Dinghy Shed (74)

Drawing: 2901/43, NGR: TL 40904 66182



2.32.1 Introduction

An inflatable dinghy was stored on the aircraft, in a compartment covered by a panel sealed in fabric. This would be ejected in an emergency; the dinghy being inflated by a cylinder of compressed gas.

The servicing and inspection of dinghies for signs of cracking or leaks was carried out by the station's safety section. Dinghies were returned on a three-monthly inspection roster. Each had a log card showing the aircraft number and date of inspection. The installation of emergency packs and dinghies carried out by safety equipment assistants was recorded on the aircraft RAF Form 700.

Fittings included a large table in the centre of the room and shelving positioned around the walls.

2.32.2 Construction

External walls are cement-rendered 4.5-inch brick with external piers at 10ft (3048) centres. The roof is a series of steel trusses carrying corrugated asbestos sheeting.

2.32.3 Status, March 2011

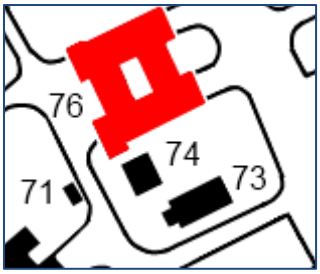
The building has original windows and a modern roof covering.

- Footprint dimensions: 35ft 3in by 28ft (10.74 m by 8.54 m).

Plate 82: Dinghy shed (74)
March 2011

2.33 Main Workshops (76)

Drawing: 6958/37, NGR: TL 40902 66218



2.33.1 Introduction

The main workshops site is positioned close to the hangar line. It was designed to centralise the total workshop requirements for three bomber squadrons within a single building. It is a Scheme 'M' version with protected concrete roof (without parapet wall).

Planned on internal dispersal it consists of two main two-storey height wings parallel to each other; one is an airframe repair shop (NW wing) and the other is for engine repair and storage (SE wing). The engine repair shop is slightly larger in length. The wings are separated by two parallel single-storey annexes which are in turn separated from each other by a full width light well.

The arrangement of two-storey height wings joined by single-storey offices and workshops allows for a row of large (12-pane) clerestory windows along the side elevations to flood the wings with natural light. Similar but larger (18-pane) windows were also fitted along the outer walls at 4ft 6in (1371) height.

2.33.2 Connecting Annexes

One annexe functioned as offices and a storeroom at the front, and behind this is a corridor and a machine shop as well as a fabric workers' shop.

The other annexe is an open plan blacksmiths' shop and acetylene welders' shop.

2.33.3 Construction

External walls of the two wings and annexes are 15-inch cavity brick with RC beams at 10ft (3048) centres. Internal walls are either 4.5- or 9-inch brick. Windows were originally 6, 8, 12 and 18-pane steel casements. The protected roof is reinforced concrete slab without parapet wall.

2.33.4 Status, March 2011

The main doors are missing with smaller doors inserted and the gap in-filled in brick. All windows have been replaced with UPVC.

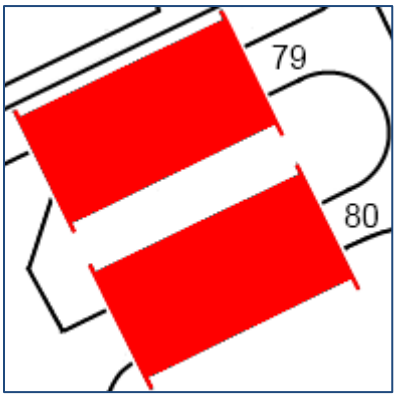
- Footprint dimensions: 111ft 3in by 112ft 1in (33.92 m by 34.19 m).

Plate 83: Main workshops (76)
March 2011

Plate 84: Main workshops (76)
March 2011

2.34 T2 Hangars (79 and 80)

NGR: (79) TL 41015 66235, (80) TL 41045 66185



2.34.1 Introduction

By 1940 with the rapidly increasing development of aircraft, it became obvious that the then standard RAF transportable hangar known as the 'Bellman shed' was becoming obsolete. As a result, the Air Ministry, in collaboration with Teesside Bridge & Engineering Company Ltd, developed a series of end-opening hangars known as Type T. The first design was the T2 and like the others in this family it is of standard steel-fabricated units of welded-and-bolted lattice stanchions and roof units (which were interchangeable), and a wall-to-roof corner unit. The framework was covered with galvanised corrugated iron, 22 gauge for the roof and 24 gauge for the walls. A standard hangar had framework covering 23 bays. The original Type A design has roof sheeting fixed with the overlapping portion cranked above its neighbour using angle-iron bolts. The first hangar of this design was built at Middleton St. George. This method was discontinued from 1942 in favour of fitting commercial corrugated sheeting with the overlapping portion fitted flush using the same angle-iron (but fitted the opposite way up) and hook bolts. It is this later version that was erected at Oakington during 1943. Doors at either end (originally) are in 18 leaves and open out along projecting guide rails (nine doors each side). Clear internal dimensions are: 113ft 6in by 239ft 7in long and 25ft clear height.

- Footprint dimensions: 242ft 1in by 118ft 7in (73.81 m by 36.17 m).

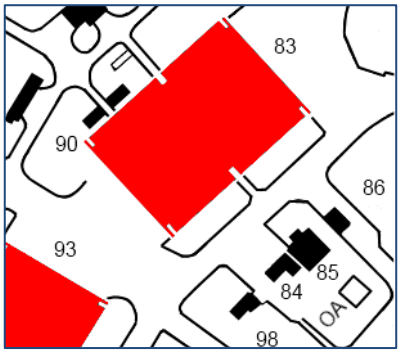
Plate 85: T2 hangar (80) interior
March 2011

Plate 86: T2 hangars (79 and 80)
March 2011

Plate 87: T2 hangar (79)
March 2011

2.35 Type ‘J’ Aircraft Sheds (83 and 93)

Drawing: 5836/39, NGR: (83) TL 40925 66085,
(93) TL 40830 65975



2.35.1 Introduction

With many new stations of permanent construction required under the first RAF Expansion Scheme, and anticipating the need to house larger aircraft, it was decided that a new standard shed was required with a clear span of 150ft (45720), a clear length of 300ft (91440) and a clear height of 35ft (10668). The design chosen to meet these requirements became known as the type ‘C’ aeroplane shed, and after many modifications became the standard permanent RAF shed.

By 1938 the size of heavy bombers had stabilised and as a result a major change took place to the design of this shed. This enabled it to be more economical on materials, which also meant it was quicker to erect than the previous version. This was achieved with a reduction of 5ft in (1524) clear height to 30ft (9144); another saving was the omission of the parapet wall hiding the roof trusses over the door bays. The new design was unofficially known as austerity type ‘C’ aircraft shed.

Almost simultaneously as the last of the austerity type ‘C’ sheds were being erected, a new type of aircraft shed was being designed by Sir William Arrol & Sons Ltd, to be built on the next generation of RAF stations under Scheme ‘M’. The new structure became known as the type ‘J’ aircraft shed.

The first seven stations planned during 1940 under this scheme received two ‘J’s (later supplemented by two or three T2 hangars). With the outbreak or war, the RAF schemes came to an end, although the airfields planned during the pre-war period were still being built. Work then started on the planning and construction of airfields under war conditions. The first parent stations planned under war conditions were the last to have a compact, non-dispersed camp layout. Consequently, these stations were the last with this permanent aircraft shed, one of which was provided on each of the fifteen sites that were constructed commencing 1941.

Structurally similar to this hangar type is the type ‘K’ aircraft storage shed, but these were only erected at the Aircraft Storage Units (ASUs). A total of 42 type ‘J’ aircraft sheds were erected between 1940 and 1941, and 36 type ‘K’ aircraft storage sheds were erected on the ASUs.

2.35.2 Construction

The shed design is based on a series of 150ft (45720) span arched steel trusses, which spring from RSJ (14in by 8in) (355 by 203) stanchions spaced at 16ft 8in (5080) centres, to create an open plan hangar 300ft long (18 bays). For lateral stability the trusses rely on a system of external rakers and suspenders that are exposed above single-storey annexes running the full length of the shed. The rakers are fixed to RSJ (10in by 5in) (254 by 127) stanchions at the outside wall of the annexe. Wall cladding between the annexe stanchions is 9-inch brick.

The roof of the annexes is a 6-inch (152) thick reinforced concrete slab, supported by cased steel beams spanning the main stanchions (longitudinally), and a similar beam spanning the main and annexe stanchions. This is a rectangular structural grid based on eighteen, 23ft by 16ft 8in (7010 by 5080) bays. Natural light is provided by a continuous row of patent wired glazing panels on the vertical face above the annexes.

The arched trusses are fabricated from double rolled steel angle-section curved upper and lower members, separated by bolted or riveted angled compression and vertical tension struts. The trusses are further braced by a series of longitudinal ties. Roof cladding is 0.25 inch-thick mild-steel plate sheets. The bays above the main doors are cross-braced against wind forces when the doors are in the open position. The three central trusses are also cross-braced.

The main shed doors are arranged as six leaves, which could originally open out along top and bottom guide tracks. They project out from the shed and the upper track is supported at its extremity by a lattice steel A-frame trestle. Doors when open stack into two sets of three doors standing clear of the shed allowing 150ft (45720) clear opening (clear height 30ft) (9144) at either end. The doors are steel-framed, clad full height with steel plate on the outside face, and only half-height inside the shed. Originally, they would have been filled with sand and gravel for protection of equipment and personnel inside the shed from near miss bomb blast.

Four runways for lifting tackle blocks are arranged laterally and run parallel with the roof trusses. One 1.5 ton runway at either end and two 6 ton runways were provided along the central truss: special trusses support these.

Full length annexes (13011/39) were provided along both side elevations, each having a central covered way giving access into the shed. Either side of the covered way the annexes are subdivided into various rooms; the one along the technical side elevation into workshops and stores, including workshops for routine maintenance of aircraft components and a ground equipment store. The aerodrome elevation annexe is subdivided into squadron offices, stores and a large briefing room.

2.35.3 Status, March 2011

They both appear to be largely as-built without any major alteration and retain their original windows.

- Footprint dimensions: 305ft by 197ft 6in (92.94 m by 60.21 m).

Plate 88: 'J' type aircraft shed (83)
March 2011

Plate 89: 'J' type aircraft shed (93) door detail
March 2011

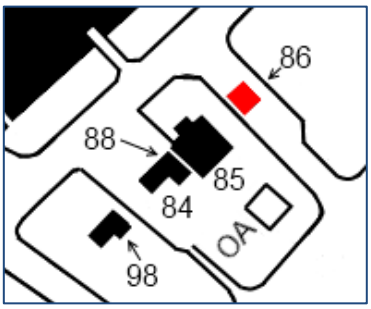
Plate 90: 'J' type aircraft shed (93) interior
March 2011

Plate 91: 'J' type aircraft shed (83) aerodrome elevation
March 2011

Plate 92: 'J' type aircraft shed (93)
March 2011

2.36 Night Flying Equipment Store (86)

Drawing: 3235/39, NGR: TL 40995 66038



2.36.1 Introduction

The night flying equipment store was located on the NE side of the watch office. Designed by Frank Lambert, it was a three bay garage block for storing portable night flying equipment and the tractor used for taking the floodlight trailer out to the active runway.

2.36.2 Construction

Exterior walls are 11-inch cavity brick with a 4.5-inch brick firewall between the three bays. The roof is reinforced concrete slab.

2.36.3 Status, March 2011

The front and rear elevation openings have been in-filled with brick and windows have been inserted in place of doors. One of the internal walls has also been removed. A small annexe extension containing a lobby and lavatory has been built against a side elevation.

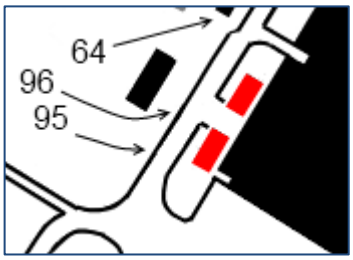
- Footprint dimensions: 40ft 8in by 18ft 5in (12.41 m by 5.61 m).

Plate 93: Night flying equipment store (86)
March 2011

2.37 Aircraft Armament Stores and Engine Component Bay – Nissen Huts (90,94,95)

NGR: (90) TL 40874 66092 (Aircraft Armament Store)
(94) TL 40788 65978 (Engine Component Bay)
(95) TL 40778 65962 (Aircraft Armament Store)

2.37.1 Introduction



The Nissen hut was invented in 1916 by a Canadian, Lieutenant-Colonel Peter Nissen, DSO (103rd Field Company, Royal Engineers) who died in March 1930. His earliest buildings were known as the Nissen Bow and the Nissen Hospital Hut and were designed for use on the Western Front in WWI.

In 1922 Nissen set up a company called Nissen Buildings Ltd. and a factory was built at Rye House, Hoddesdon, Herts.

The Air Ministry purchased component parts of Nissen huts in bulk from the manufacturer, for storage at their own works depots which had been set up on a geographical basis around the country. Nissen huts therefore became one of the Air Ministry's standard WWII forms of building construction for all types of accommodation and were the main alternative to temporary brick. They were available in 16ft (4876), 24ft (7315) and 30ft (9144) spans. Buildings 90, 94 and 95 are of the 16ft span variety.

2.37.2 Construction

Like all huts of this type, the 16ft span hut is semi-circular in section and could be built to any length in multiples of 6ft 0.5in (1841). The frame is a steel T-rib in three sections (ribs spaced at 6ft 0.5in centres) with an inner lining of corrugated sheets (horizontal corrugations) which are held in place between the T-shaped ribs and by straining wires. The external covering is 26 gauge corrugated iron sheets; these are attached to timber purlins fixed to the ribs. End walls normally had two windows and a door frame and were usually made of timber, but in practice any material found locally could be used. 16ft span huts were generally used as barracks or quarters and for storage – a standard hut being six bays long (36ft in length).

End walls of the three Oakington buildings are 4.5-inch brick with access at one end only.

2.37.3 Status, March 2011

The three buildings are internally arranged open-plan, although building 90 has racking still in place.

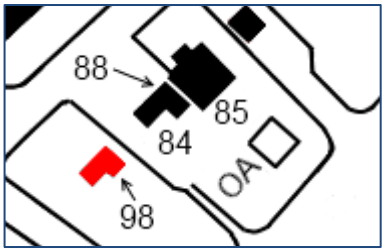
- Footprint dimensions: 36ft 7in by 16ft 2in (11.17 m by 4.93 m).

Plate 94: Nissen hut (95) aircraft armament store
March 2011

Plate 95: Nissen hut (95) aircraft armament store interior
March 2011

2.38 Varsity Line Crew Building (98)

Drawing: ADG/1, NGR: TL 40945 65991



2.38.1 Introduction

Building 98 was constructed c.1968. It was originally an extension to another building which also functioned as line crew accommodation, but this is now demolished.

The extension is single-storey and has an L-shaped plan-form, with an open plan main room which is a large square-shaped office. There is also a lobby and lavatories. Exterior access is to an Elsan cleansing room and oil stores. The demolished line crew accommodation building was also single-storey and functioned as a drying room, locker room and crew room.

2.38.2 Construction

External walls are 9-inch cement rendered brick which are dry-lined inside. The office observation window framework is constructed of prefabricated 6-inch square box columns and 6ft (1829) wide glazing units. The roof is made up of a series of 2ft (0609) wide 'Woodcemax' wood-wool structural roof units covered with felt.

The demolished building was constructed of unrendered 9-inch brick and had a single pitch roof. Also missing is a cycle shelter. Rooms: 18ft 6in by 21ft 10in (5639 by 6655) with toilet and porch 8ft by 14ft 5in (2438 by 4394). Ceiling height is 9ft 3in (2819).

2.38.3 Status, March 2011

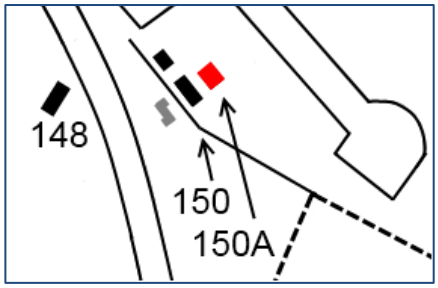
The building is in poor condition owing to it being completely sealed up, and consequently it is very damp.

- Footprint dimensions: 31ft 6in by 27ft 11in (9.62 m by 8.51 m).

Plate 96: Varsity line crew building (98)
March 2011

2.39 Airfield Lighting ‘B’ Controlled Centre (150a)

Drawing: 504/64E, NGR: TL 41585 65103



2.39.1 Introduction

This is a small structure built c.1964; it is a vented but windowless single-storey building which functioned as the ‘B’ centre for airfield lighting on the subsidiary runways. Close by there is an M&E transformer enclosure (Plinth ‘D’).

2.39.2 Construction

The building is constructed of cement rendered 9-inch concrete block which is plastered on the interior face. This supports a flat concrete slab roof. It has a quarry tile floor. The door is accessed by a concrete ramp. The room measured 10ft by 11ft (3048 by 3353) and ceiling height is 8ft 10in (2962).

2.39.3 September 2004

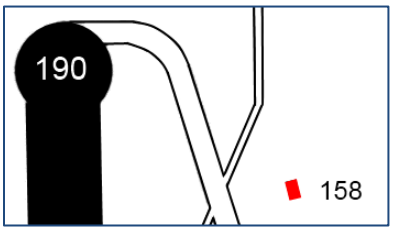
The building was devoid of fittings and was demolished before the March 2011 survey.

- Footprint dimensions: unknown.

Plate 97: B’ Centre (150a)
March 2011

2.40 ‘B’ Controlled Centre (158)

Drawing: unknown, NGR: TL 41511 66450



2.40.1 Introduction

The northern ‘B’ centre is located between runways 19 and 23; it is similar to another smaller one (B1b) at the southern end of runway 05. Its purpose is the electrical control of the airfield lighting approach and runway lighting (combined omni-directional and uni-directional elevated fittings), plus the Safeland arrestor net.

Each ‘B’ centre controlled a half of the total length of a runway lighting system. It converted signal commands from the ‘A’ centre located at the control tower into physical lighting applications.

The building is a larger version, covering AFL circuits B1a and B1b for the instrument approach end of the main runway, but also may have served the non-instrument approach end of runway 19. It consists of two parts, an apparatus room and a transformer room.

2.40.2 Construction

External walls are a combination of vented 9- and 13.5-inch brick, the roof is a series of hollow concrete beams.

2.40.3 Status, March 2011

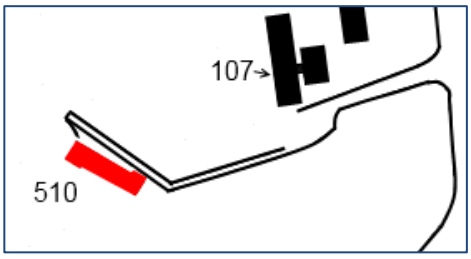
The building contained the remains of amplifier racks and other electrical equipment.

- Footprint dimensions: 40ft 6in by 23ft (12.37 m by 7.01 m).

Plate 98: B’ Controlled centre (158)
March 2011

2.41 Squadron Dispersal Building / Varsity Line Crew Accommodation (510)

Drawing: 10105A/58, NGR: TL 40695 65784



2.41.1 Introduction

During the tenure of 5 Flying Training School a new squadron dispersal building was built c.1958, which functioned as the new headquarters. It replaced the old HQ located in the annexes of the 'J' aircraft sheds.

The new building was based around a main entrance and large hall with an asymmetrical, near full length 4ft 6in wide (1371) corridor, with rooms on either side. These varied in size from small offices for the squadron commander and for each flight commander, to a large briefing room with six partitioned off training cubicles (three on either side of an open-plan classroom layout). The corridor and each of the 6ft 3in by 8ft (1905 by 2438) cubicles were naturally lit from above by 'Twide' vented dome lights. There is also an airmen's' crew room, rooms for instructors, classrooms and toilets. A locker room still contains 46 wooden lockers.

Accessed from outside is a boiler room and an inflammable store. As the Varsity Line Crew Accommodation, it was extended c.1965 to include locker and drying rooms.

2.41.2 Construction

External walls are 11-inch cavity brick (LBC Tuscans) and lightweight hollow concrete blocks. Internal walls are 4.5- and 9-inch brick or breeze block. The roof is "Woodcemax" wood-wool structural roof units covered with felt.

2.41.3 Status, March 2011

All windows have been replaced with UPVC, the most interesting aspect of this building is the presence of the cubicles and lockers.

- Footprint dimensions: 158ft by 44ft 8in (48.15 m by 3.66 m).

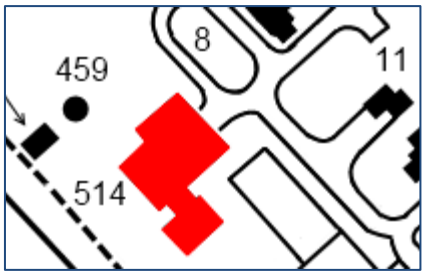
Plate 99: Squadron dispersal building (510) entrance elevation
March 2011

Plate 100: Squadron dispersal building (510)
March 2011

Plate 101: Squadron dispersal building (510) interior view of classroom
March 2011

2.42 New Gymnasium (514) and Squash Racquets Court

NGR: TL 40438 66387



2.42.1 Introduction

Designed by BA Hewitt, the new gymnasium was built c.1962 and is a revised version of the original 1955 design. It consists of the gymnasium hall, with stores, showers, changing rooms and a heating chamber arranged within an annex around three sides of the building. It is now link-detached to a double squash racquets court.

2.42.2 Construction

It is constructed of a portal frame arrangement of tapered precast concrete posts and beams arranged in six bays at 14ft 2.5in centres. The posts are exposed externally, and wall in-filling is 11-inch cavity brick. Roof sheeting of the original design was reinforced asbestos trough sheeting, but the Oakington example is presumed to be 'Bartrey' chipboard panels covered with bitumen glass fibre felt, and a final covering of mineral surfaced bitumen felt. Window openings are at high-level and fitted with steel casements. The gymnasium has the following internal dimensions: 84ft 8in by 52ft (25806 by 15849), maximum height is 23ft (7010).

2.42.3 Squash Racquets Courts

In 1983 a double squash court was designed by the PSA and was erected c.1984 as a link-detached annexe. It consists of a pair of courts, a spectator's area, a stairwell and a gallery viewing area. It is constructed of fair face brick, with a 40 mm cavity and fair face block work as the inner skin. The roof is a series of metal lattice beams with profiled plastic coated roof sheeting fixed to purlins. The floor is of semi-sprung beach strip flooring on battens. The court has the following internal dimensions: 32ft by 21ft (9753 by 6401), height 18ft 2in (5537).

2.42.4 Status, March 2011

Another example, without the squash court is extant at West Raynham. The Oakington version appears to be as-built apart from the presence of the squash court.

- Footprint dimensions (gym): 102ft 9in by 79ft 3in (31.33 m by 24.16 m) (squash court): 54ft 9in by 48ft 6in (16.70 m by 14.78 m).

Plate 102: New gymnasium (514)
March 2011

Plate 103: New gymnasium (514)
March 2011

Plate 104: New gymnasium (514) interior of hall
March 2011

2.43 Commutated Aerial Direction Finding Building (513)

NGR: TL 41189 65545

2.43.1 Introduction

Building 513 is thought to be the stations Very High Frequency Omni-directional Radio Range (VOR) beacon. This is a VHF radio navigation aid which provided suitably equipped aircraft with a continuous indication of bearing to and from the VOR station.

2.43.2 Construction

Construction is of a windowless single-storey building with a single room (11ft by 10ft 3in) (3353 by 3124). It is built with 11-inch cavity brick walls supporting a 6-inch concrete slab roof. The exterior walls are pebbledash rendered and painted in a red and white square pattern.

Fixed to the roof are six (11 inch square) concrete posts at 60 degree spacing, and surrounding the building are another twelve reinforced concrete, 11-inch square posts. These are also spaced at 60 degree increments for a diameter of 20ft 6in (6248). This post arrangement once supported a circular aerial superstructure (counterpoise aerial) which was fixed at a height of 11ft 8in (3556) from floor level. The aerial is now missing.

2.43.3 September 2004

When inspected the building was found to be in poor condition and was used for farming purposes. It was demolished before the March 2011 survey.

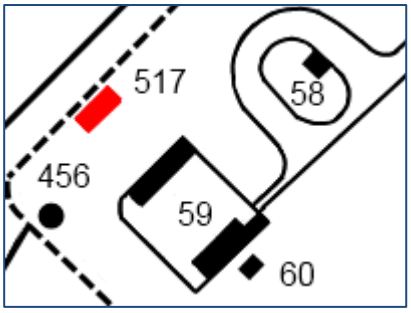
- Footprint dimensions: 20ft 6in by 20ft 6in (6.25 m by 6.25 m).

Plate 105: CADF building (513)
September 2004

Plate 106: CADF building (513)
July 1976

2.44 Small Arms Ammunition Store (517)

Drawing: unknown, NGR: TL 40527 66133



2.44.1 Introduction

This structure is thought to be a small arms ammunition (SAA) store associated with a defence locality protecting the bulk fuel installation (58).

It is close to the 25 yard M/G Range (59) aligned with a hedge and tree line forming a perimeter of St Michaels Lane. Close by are a group of three pillboxes (456-458) that are arranged in the typical triangular formation of a defence locality.

2.44.2 September 2004

It is thought to be of similar construction to the Stanton shelters but on a smaller scale. The structure has a bricked-up entrance and is concealed by a covering of earth. The building and the defence locality were removed before the March 2011 survey.

- Footprint dimensions: unknown

Plate 107: SAA store (517)
September 2004

2.45 VHF / UHF Transmitter Station (516, 518)

Drawing: unknown, NGR: (516) TL 40884 64740 (receiver)
(518) TL 41612 65180 (transmitter)

2.45.1 Introduction

Around April 1964, two 70ft high (21336) timber VHF / UHF timber transmitter (518) and receiver (516) masts plus brick built service buildings were erected.

2.45.2 Status, September 2004

Only the foundation steel work survived in 2004 along with a fragment of the timber structure. An adjacent generator building had also been demolished. By March 2011 all traces of both structures had been removed.

- Footprint dimensions: unknown

Plate 108: VHF / UHF transmitter mast and generator building (518)
July 1976

2.46 Exhaust Silencer and Ventilating Column

Drawing: unknown, NGR: TL 40560 66574 (approx)

2.46.1 Introduction

Adams Hydraulics Ltd. installed three exhaust silencers and ventilating columns (contract A42144/39) within the domestic and technical areas, but only one was found during the survey. It consists of a 12ft (3657) long silencer section (which varies from 12 or 15 inches in diameter) that is buried in a horizontal position 2ft (0609) below ground. This is connected to the exhaust pipe from the sewage ejector system. The silencer is connected by 2 inch-diameter pipe to a vertical vent column that is 10ft 6in (3200) tall above ground level. The sewage ejector system was operated from a control panel in the compressor house (Building 47). Here compressors charged a compressed air vessel; when full, the high pressure air was released around the sewage ejector circuit, and the silencer and vent column silenced and exhausted the bad air.

Plate 109: Exhaust silencer and ventilating column
March 2011

2.46.2 Construction

The silencer and vertical column are believed to be cast iron. The column is nominally 4 inches in diameter but the lower section as it rises from ground level is thicker and is decorated with the name ‘Adams’. The vent end is splayed and would have had a copper cowl, but this is missing. Below ground is another 2ft 6in (0762) of vertical cast iron column which has fluted feet, which is set into a concrete foundation block.

2.46.3 Status, March 2011

The surviving vent column is located between the guard house (7) and the officers’ mess (2).

- Footprint dimensions: N/A

2.47 Open Store

Drawing: unknown, NGR: TL 40917 66132

2.47.1 Introduction

Presumably constructed during the army occupation, this is a steel framed and brick clad storage or garage like building. It is constructed of 4 inch-square steel stanchions spaced at 7ft 6in (2286) centres, and these support steel purlins that carry timber joists. The roof is felt covered boarding, and the walls are half brick stretcher bond. The four bay openings are now without their up-and-over type doors which are stored inside the structure. Internal dimensions are 15ft by 37ft 9in (762 by 23393).

2.47.2 Status, March 2011

There is a purpose-built concrete ramp along the front elevation as the floor level is above the slope of the land.

- Footprint dimensions: 38ft 3in 15ft 6in (1167 m by 4.72 m).

Plate 110: Open store
September 2004

2.48 Sleeve Streamer Mast (516)

Drawing: unknown, NGR: TL 41669 66065

2.48.1 Introduction

This is a 15 inch-wide, 26ft 6in (8077) internal diameter concrete ring that is set flush with the ground surface. Its true purpose is unknown, but it is presumed to be a foundation block and perimeter for a sleeve streamer mast.

2.48.2 Status, March 2011

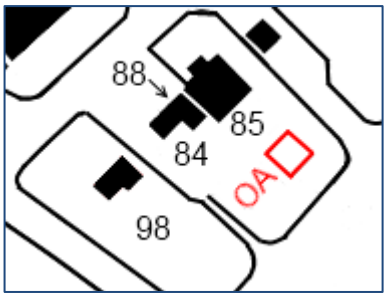
The structure is now almost entirely covered by grass.

- Footprint dimensions: 28ft 7in diameter (8.71 m).

Plate 111: Sleeve streamer mast foundations
September 2004

2.49 Airfield Identification Letters and Signal Square

Drawing: unknown, NGR: TL 40989 65990



2.49.1 Introduction

Located in front of the site of the watch office with met section are the unique ground-to-air airfield identification letters 'OA', and next to them is the site of the signal square. The letters are made from concrete slabs set into a tarmac base which has a concrete slab perimeter.

2.49.2 Status, March 2011

The letters were almost completely concealed by a covering of grass and moss, but a quick clear up operation on the letters alone revealed them and their concrete slab perimeter. The letters appear to be in good condition, but the tarmac is still completely hidden by grass.

The adjacent signal square is in poor condition.

- Dimensions:
  Rectangle 30ft by 25ft (9144 by 7620).
  Perimeter 20 inches (508) wide.
  Letters 20ft (6096) long, by 20 inches wide.
  Signal Square 40ft by 40ft (12192 by 12192).
- Footprint dimensions: N/A

Note Oakington retained the identification 'OA' throughout its life, unlike many other airfields. However, the code 'OH' was flashed from the airfield's neon beacon certainly up to 1943.

Plate 112: Airfield code letters, open day 1952
TNA

Plate 113: Airfield code letters
1997

Plate 114: Airfield code letters
March 2011

2.50 Aircraft Servicing Platforms

2.50.1 Introduction

An aircraft servicing platform (ASP) is a paved area of concrete slabs, with picket points for parking aircraft so that minor servicing could be carried out in the open. The pavements consist of 10ft by 10ft (3048 by 3048) unreinforced concrete bays which are 8 inches thick, laid on 4 inches of dry lean concrete.

There were three aircraft servicing platforms at Oakington:

No.1 ASP to the south of the main hangars and north of the B1 hangar (119)

No.2 ASP is on the airfield side of the two type 'J' aircraft sheds and the control tower

No.3 ASP used to be on the NE side of the two T2 hangars (79 and 80) but this was removed before 1979.

2.50.2 No.1 ASP, Details

NGR: TL 40598 65751 (WWII hardstanding)

No.1 ASP was built utilising existing WWII 'spectacle' and 'frying pan' aircraft hard standing; it was built c.1956 and widened by 40ft (12192) in 1965. It was also extended in 1968 to include a 'wing' at the NW end.

2.50.3 No.2 ASP, Details

NGR: TL 41036 65951

No.2 ASP, when constructed in 1956, measured 520ft (158496) long by 150ft (45720). Then in 1965, it was widened to 221ft 6in (67513), and finally in 1967 it was extended in length at the SW end by a further 240ft (73152) to allow for parking of eight Varsity aircraft. A 'wing' was also added to the SW end, and at the opposite end its sharp angled profile was changed to a 50ft (15240) radius curved end plus a 'wing'.

- Footprint dimensions: (No.1 ASP) 866ft 9in by 257ft (264.19 m by 78.33 m), (No.2 ASP) 898ft 7in by 222ft 2in (273.87 by 67.74).

Plate 115: WWII aircraft dispersal and post-war ASP
March 2011

2.51 BEFAB 'Safeland' Emergency Arrester Net

Drawing: unknown, NGR: TL 41541 66280 and TL 41595 66235

2.51.1 Introduction

At the runway threshold end of runway 23 is a pair of T-shaped concrete access roads, these were built c.1960. The head of each T is the foundation block for a mast, its brake box and a control box. The emergency arrester net was supported by the two masts and spanned the runway threshold, so that an aircraft landing from the 05 end would not overrun the 23 end. Arrester nets were fitted at both ends of the runway (05-23) but only the 23 end is extant.

The arrestor net was suspended by two electrically driven masts that were raised or lowered by remote control from the control tower via the 'B' centre. The net could be raised in the standby position so that the mast was raised to a 30 to 45 degree angle, but the net itself would remain on the ground. In the fully raised position, when the masts were between 87 to 89 degrees to the vertical, the net height in the middle was set to a predetermined height for the aircraft.

The top of the net rope was connected to each of the masts on either side of the runway by a shear pin. When an aircraft entered the net, the shear pin would snap and the net would wrap itself around the aircraft. A lower net rope was attached to energy absorption units, normally a wire rope on a stainless steel drum. A set of 32 pneumatically actuated disc pads inside the drum were connected to a 1,400 psi air cylinder. The wire rope on the drum would start to unwind when the aircraft engaged the net. As the drum rotated a lever would actuate a valve to release compressed air from the cylinder to the disc brakes. This action would bring the aircraft to a stop. The Safeland arrester net became operational in September 1960.

2.51.2 Status, March 2011

Today only the two access tracks, duct pits and fixing holes for the mast are extant.

- Dimensions: Access track is 40ft long (12192) and 10ft (3048) wide, the head of the T is 34ft (10363) long by 10ft wide.
- Footprint dimensions: N/A

Plate 116: BEFAB emergency arrester site
March 2011

3. BOMB STORES

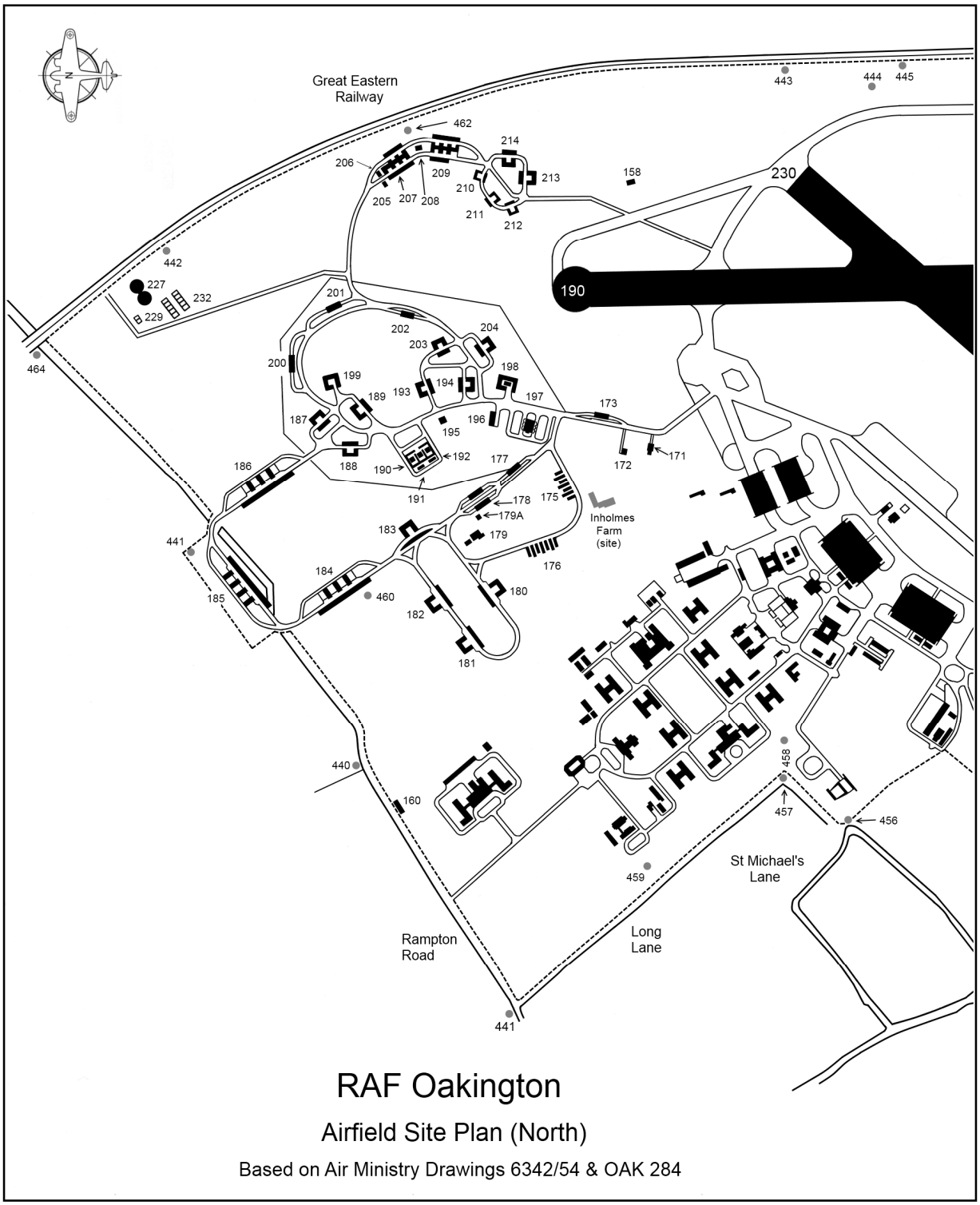
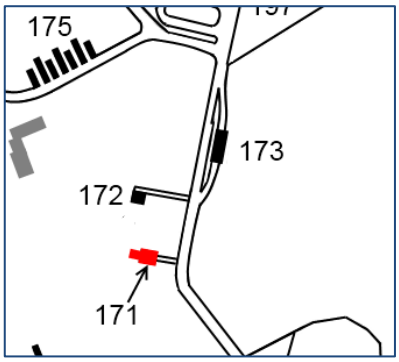


Fig 3: Bomb stores site plan

3.2 Practice Bomb Store and Gas Chamber (171)

Drawings: 1144/37 / 15362/39, NGR: TL 41088 66425



3.2.1 Introduction

The practice bomb store and gas chamber is located between the main camp area and the bomb stores. It is in two parts of unequal size, consisting of a large open-plan room functioning as the practice bomb store at the front, and the smaller open-plan gas chamber behind. The bomb store has a lachrymatory generator cupboard in one corner.

3.2.2 Construction

The gas chamber has vented 11in brick external walls with a concrete slab roof that forms a canopy on three sides, aligned with the roof of the bomb store. The bomb store has solid 9-inch walls.

3.2.3 Status, March 2011

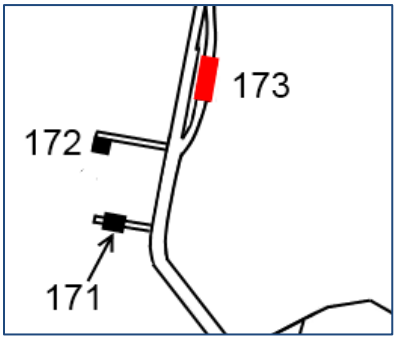
The building is extant but is in very poor condition. The gas chamber canopy is missing, as are the steel doors to the practice bomb store. The rooms are as follows: gas chamber 12ft 6in by 16ft (3810 by 4877), practice bomb store 15ft by 20ft (4572 by 6096).

- Footprint dimensions: 33ft 7in by 20ft 10in (10.25 m by 6.36 m).

Plate 117: Practice bomb store and gas chamber (171)
March 2011

3.3 High Explosive Fuzing Point Buildings (173 and 177/8)

Drawing: 7900/42, NGR: TL 41139 66507 (173),
41015 66710 (177),
41050 66648 (178)



3.3.1 Introduction

Although no fuzing point buildings survive today, the roadways are extant and so these structures deserve mention here. They consisted of a 12ft (3657) wide road from the bomb stores, which has a small bypass leading to and through the fuzing point building before re-joining the bomb stores road. The next fuzing point building for another tractor train would normally have been located on the opposite side to the first one but at Oakington they were on the same side. The buildings were either 24ft (7315) span, 45ft 4in (13817) long Nissen huts with earth traversed walls or a similar structure supplied by Joseph Westwood and Co. Ltd. – an arched hut made from pressed steel troughing that could be completely covered by earth. The centre line of the hut is 26ft (7925) from the nearest edge of the bomb stores road. A tractor towing a number of fully loaded bomb trolleys would arrive from the bomb stores and take the first bypass road to the fuzing point building. It entered and passed through the Nissen / Westwood hut, stopping while each trolley load of bombs were fuzed. When this task had been completed the tractor re-joined the main road before making its way out to the dispersed aircraft around the perimeter track.

3.3.2 Status, March 2011

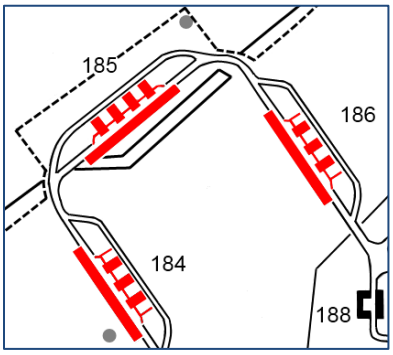
Today the 12ft wide road network is extant and is still covered by a thin layer of tarmac.

- Footprint dimensions: N/A

Plate 118: Fuzing point building (173) access road
March 2011

3.4 Bomb Stores Type ‘D’ (184–186)

Drawing: 3164/42, NGR: TL 40841 66926 (184),
40840 67104 (185),
41030 67040 (185)



3.4.1 Introduction

After 1942 a series of three additional bomb stores, each with a storage capacity of 200 tons to the designs of A Beasley, ARIBA, were built to the north of the existing bomb storage area. The stores are separated from each other by 120 yards – known as the Inside Safety Distance.

The design is based on an access road from the old bomb stores area that splits into two unequal width roads. These run in parallel through the store before rejoining again at the opposite end, and then continue on to the next store. One of these is a 12ft (3657) wide lorry road for unloading bombs arriving from the maintenance unit, while the other is a 20ft (6096) wide trolley road used by the squadron's tractor and bomb trolley train for taking the required bomb loads out to the dispersed aircraft. The space between the two roads is the bomb storage area and the type ‘D’ had a terrace of four open storage bays – there were never any storage buildings as bombs were stored out in the open. A 25ft (7620) wide and 6ft (1828) high earth traversed bank separates each storage bay (these are at 54ft (16459) centres) from its neighbour, and a continuous longitudinal traverse wall is placed along one side of both roads. Four similar bays were built in a straight line for each bomb store.

The storage bay is a flat concrete area which originally had loose timber bearers on which the bombs were stacked. The storage area is at trolley road level, but the opposite end has a gradient so that the extreme end becomes a 3ft (914) high platform supported by a brick retaining wall at the lorry road end. In use, the lorry parked up, a rope was then lashed to the bomb before it was transferred to the platform which was at lorry floor height. The slope from the platform down to the bearers allowed the bomb to be carefully rolled into the store. A pair of steel rings was provided for tying off the rope to prevent runaways, and these still survive fixed to the retaining wall.

3.4.2 Status, March 2011

Only structure 186 survives in any graphic form although the roadways survive at 184.

- Dimensions: Storage area 24ft wide (7315) with 7ft 6in (2286) gap either side) by 48ft (14630).
  Total length (longitudinal traversed wall) 318ft (96926) which extends 34ft 6in (10515) beyond the four storage bays.
- Footprint dimensions: N/A.

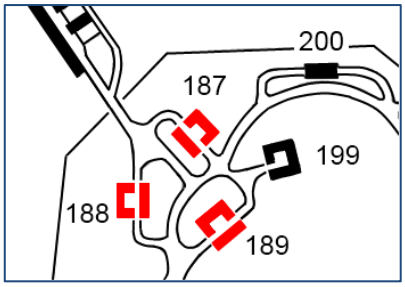
Plate 119: Bomb stores (186) lorry unloading ramp
March 2011

Plate 120: Bomb stores (186)
March 2011

Plate 121: Bomb stores (186) trolley loading platform
March 2011

3.5 Bomb Stores (187–189, 193/4 and 203/4)

Drawing: 5416/40, NGR: TL –
41132 66881 (189),
41242 66763 (203), 41175 66786 (193),
41242 66690 (204), 41185 66722 (194)



3.5.1 Introduction

Apart from the roadways and eroded banks of earth very little survives today of this particular type of bomb store at Oakington, the following is known:

Designed by Frank Lambert, this small austerity well-dispersed style of bomb store replaced the traditional style store of 1934, the design of which had remained largely unchanged until 1940. With this Oakington version there was never a store house or overhead gantry system for lifting the bombs as used previously, but instead bombs were stored out in the open on a 30ft by 21ft (9144 by 64101) tarmac raft. The store consisted of the raft, surrounded on all four sides by a 19ft (5791) wide and 5ft (1524) high earth traversed bank. A 9ft (2743) wide roadway cuts through the bank, to serve the store and exits again on the opposite side. The earth bank has a brick retaining wall which prevents movement of the earth. The whole storage area is therefore square-shaped in plan.

Bombs were stored on wooden battens with a maximum length of 16ft 3in (4953) between end stops, two being used to store a row of bombs, and five pairs used per store. The distance between battens would vary according to the size of the bombs being stored.

3.5.2 September 2004

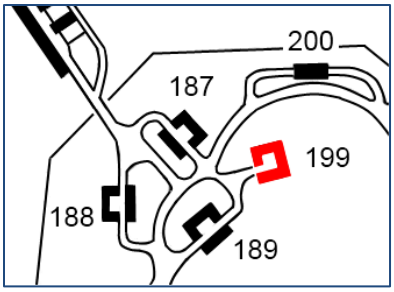
When viewed in 2004 it was still possible to see the eroded earth banks but since then these have completely disappeared and in March 2011, only the road network survives.

- Footprint dimensions: N/A.

Plate 122: Bomb stores site (187 to 189)
March 2011

3.6 Components Storehouse (198 and 199)

Drawing: unknown, NGR: TL 41185 66658 (198), 41187 66936 (199)



3.6.1 Introduction

Two components stores were required for each bomber station holding 144 gross tons of HE bombs. The building contains two storage compartments of unequal size; a small cubicle held detonators and the larger L-shaped room stored exploders, pistols and fuzes.

3.6.2 Construction

The storehouse is built of vented 13-inch solid brick, with precast concrete roof units supported by both external and internal walls and an RSJ roof beam. Both compartments were independent having their own fire-proof steel doors and are separated from each other by a fire-proof wall. The buildings are surrounded by full height earth banks.

3.6.3 Status, March 2011

At the time of the 2011 survey only building 199 was extant; the steel door to the detonator store is now lying on the floor and cattle regularly use the building. Consequently, the earth banks that surround the building are considerably eroded. Building 198 was extant at the time of the 2004 survey but had been demolished before March 2011.

- Dimensions: 20ft by 20ft (6096 by 6096) (exploders and pistols),
  with a separate 9ft 6in by 10ft (2895 by 3048 room (detonators) in one corner.
  Ceiling height is 7ft 6in (2286).
  Total footprint (including earth traverses) is 68ft 3in by 71ft 9in (20802 by 21869).
- Footprint dimensions (building only): 21ft 7in by 21ft 7in (6.57 m by 6.57 m).

Plate 123: Component Store (199). March 2011

4. AIRFIELD DEFENCE AND AIR-RAID SHELTERS

Plate 124: FC Construction pillbox (444), continuous field of fire
March 2011

4.1 Airfield Defence

The two main hard types of airfield defence at Oakington are the FW3/22 Pillbox, of which there are standard sized versions as well as oversize forms. The other is represented by many examples of the private venture design by the FC Construction Company. This particular pillbox is only found on or close to RAF station airfields whereas examples of the FW3/22 are found all over the UK. The defences were mainly grouped in threes, sometimes laid out in a triangular formation although many of the FC Construction Pillboxes are aligned on the airfield side of the railway which they face (as the entrances are all on the airfield side). Pillboxes are also positioned on the airfield boundary on the north and west perimeters, close to public roads and often where there is a change in road direction. Another defended area is the Bulk Petrol Installation (58) which is very close to Church Lane. Each group of defences were also associated with defence unit barracks and an air-raid shelter, but except for one detached air-raid shelter all of these have been demolished.

4.2 FW3/22 Pillbox

4.2.1 Introduction

The War Office Directorate of Fortifications and Works established a branch during May 1940 to design emergency defences. FW3/22 was the first pillbox specification completed by the branch. The design is based around a reinforced concrete structure with a hexagonal plan-form, having a loophole on each of five walls for five light machine guns, and a rifle loophole positioned on the entrance wall. The original design called for walls of bulletproof thickness of 15 inches with a brick anti-ricochet wall aligned in the centre of the interior. The walls of many of these were later 'thickened' to 42 inch (1067) shellproof specifications although the Oakington examples remained as thin-wall structures throughout their active lives.

At Oakington there are also three composite construction brick and concrete pillboxes that appear to be based on the FW3/22 design but are larger structures. The brick portion would have been concealed by an earth mound so that only the reinforced concrete upper wall and roof is exposed.

Table II – Summary of FW3/22 Pillboxes

#	Location	Type	NGR (TL)
441	W boundary Rampton Road by bomb stores	FW3/22 (small)	unknown
442	NE boundary by sewage works	FW3/22 (large)	41385 67216
447	East perimeter on Station Road. Faces east	FW3/22	41712 65037
452	Close to St Michaels Lane and near command post	FW3/22 (small)	40329 65631
456	Close to St Michaels Lane and aviation petrol installation	FW3/22 (large)	40495 66090
458	Aviation petrol installation	FW3/22 (small)	40618 66179
459	Mid-point along Long Lane within airfield boundary	FW3/22 (small)	40408 66408
460	Facing bomb stores	FW3/22 (small)	40894 66796
464	At Level Crossing north of sewage works	FW3/22 (large)	41274 67367

Plate 125: Modern and old pillbox (458)
September 2004

Plate 126: Type FW3/22 pillbox (458)
September 2004

Plate 127: FW3/22 pillbox (442)
September 2004

Plate 128: FW3/22 pillbox (460)
March 2011

4.3 FC Construction Pillbox

4.3.1 Introduction

During the 1930s, FC Construction Co. Ltd. of City Road, Derby was one of the main designers and contractors for reinforced concrete in the midlands.

The company designed a private venture pillbox of circular form having 360 degrees field of view of fairly simple construction. It consists of a reinforced concrete mushroom shaped roof supported at its centre by a substantial brick cruciform anti-ricochet wall. Around the perimeter is a brick and concrete composite curtain wall that finishes 9 inches below the outside lip of the roof, thus giving an all-round open observation slit and firing position. A 2 inch-diameter tubular steel rail is bracketed to the inside of the curtain wall from which machine-gun turnbulls could slide and be able to be locked in any position for the gunner to fire his weapon from. The curtain wall and brick entrance traversed walls are almost entirely hidden from view by earthworks and the roof could also be concealed by a covering of earth and turf. This low profile structure would therefore be difficult to detect from distance, both from ground level and from the air.

Pillboxes that are built close to the railway line have a single loop hole for a Boys anti-tank weapon aimed at the railway and ammunition locker recesses are built into the curtain wall.

A development of the FC Construction pillbox was to include a link-detached air-raid shelter. At Oakington, Stanton and brick / concrete shelters were provided, the brick/concrete version being attached while the Stanton type is detached. The brick / concrete version consists of the pillbox and a brick-lined trench that connects it with the shelter. The shelter is a concrete box-section and has two latrines in a corner. When viewed it was under water.

The station Operations Record Book, states that the first of the new design of 'round' pillboxes was completed at Oakington on 2 March 1941. This date is believed to represent the first use of this pillbox type, and for this reason it is also unofficially described in secondary sources as ‘Oakington’ type.

A few of the pillboxes have been modified, presumably under the recent army occupation, so that their 360 degree field of fire has been restricted by bricking up part of the opening. Pillbox 446 is an example of where this has occurred.

Table III – Summary of FC Construction Pillboxes

#	Location	NGR (TL)
439	Junction of Rampton Road and Long Lane	40171 66630
443	NE boundary between perimeter track & railway line	41689 66231
444	NE boundary between perimeter track & railway line	41648 66110
445	NE boundary between perimeter track & railway line. With attached shelter	41700 66032
446	E boundary between perimeter track & railway	41709 65677
449	Southern dispersals. Protecting BHQ & 01-19 runway	41121 65011
454	Protecting command post	40643 65611
455	Protecting command post	40486 65712
461	SW boundary Wilsons Road close to Site 3	39867 65545
462	NE boundary between perimeter track & railway line	41583 66853
439	Junction of Rampton Road & Long Lane	40171 66630

Plate 129: FC Construction pillbox (461)
Supporting structure and roof (curtain wall removed), March 2011

Plate 130: FC Construction pillbox (443), interior
showing Boys gun aperture and ammunition locker, March 2011

Plate 131: FC Construction pillbox, interior showing gun holdfast March 2011

Plate 132: FC Construction pillbox and air-raid shelter March 2011

Plate 133: FC Construction pillbox (443)
September 2004

Plate 134: FC Construction pillbox (446)
September 2004

4.4 Watch Towers / Pillboxes

4.4.1 Introduction

Built presumably when the security fencing was erected around the domestic and technical areas, are two rendered concrete block watch towers or pillboxes, both of which are now demolished. At the main gate there is a brick and concrete block pillbox which is extant.

Plate 135: Watch tower located near the perimeter fence
(at the corner of St Michaels Lane and Long Lane), September 2004

Plate 136: Watch tower overlooking the airfield
1997

Plate 137: Watch tower at the front gate
– overlooking Rampton Road (March 2011)

4.5 Air-Raid Shelters

4.5.1 Introduction

The only defences against air-raids on the main camp were in the form of eleven blast shelters (all of which have now been removed), and surface shelters constructed of arch-shaped precast reinforced concrete segments which are bolted together to form the shelter. Each arch of one segment is in two halves bolted together. The Stanton Ironworks Company Limited of Nottingham manufactured them to drawing number C-4167. They were a private venture development from air-raid shelters made up of large diameter spun-concrete tubes that the company had been manufacturing for industrial purposes in the late 1930s. Their new shelter was called 'Segment Type Air-Raid Shelter' but is now referred to as a Stanton shelter.

The segments were purchased in bulk from the manufacturer and erected as standard length shelters by Air Ministry contractors. At Oakington, they were erected close to main exit routes from adjacent buildings. Each complete shelter consists of 18 segments (30ft long for 50 persons) (9144) with a brick-built traversed wall (U-shaped in plan) that protects personnel as they enter or leave the shelter. The walls are also angled to act as a perimeter to the earth covering that conceals the shelter from above. At the rear of the shelter is an emergency exit in the roof with a vertical steel ladder.

Table IV – Summary of Stanton Shelters

#	NGR (TL)	#	NGR (TL)	#	NGR (TL)
480	40584 66315	481	40608 66396	482	40655 66440
483	40620 66472	484	40564 66626	485	40723 66431
486	40777 66366	487	40745 66359	488	40706 66398
489	40640 66334	490	40675 66295	491	40645 66241
492	40710 66190	493	40724 66256	494	40782 66304
495	40845 66314	496	40846 66235	497	40675 66496
498	40770 66156	499	40935 66305	500	40890 66119
501	40769 66015	502	40604 65672	503	40180 65576
504	Unknown	505	40085 65024	506	Unknown
507	Unknown	505	41130 65030	509	41564 65062

Plate 138: Stanton arched air-raid shelter (509)
September 2004

Plate 139: Air-raid shelters 483
September 2004

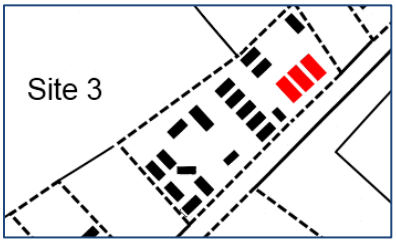
Plate 140: Air-raid shelters 493
September 2004)

Plate 141: Interior of Stanton shelter (509)
September 2004

Table V – Summary of Blast Shelters							
#	NGR (TL)		#	NGR (TL)		#	NGR (TL)
469	40820 66390		470	40812 65880		471	unknown
472	40670 66197		473	40950 66250		474	unknown
475	40877 65978		476	40930 66040		477	unknown
478	40525 66484		479	40460 66725			

5. Dispersed Domestic Sites (Site 3)

5.1 Introduction



There were originally six dispersed sites, but today only a small area of the former Site 3, located along Wilson Road at TL 40068 65763, retains some buildings dating from WWII and the immediate post-war period. When Site 3 was originally built in 1942/3 it was a typical RAF quarters site, with a mixture of officers' and sergeants' quarters, as well as a few airmen's' barracks. These were mainly in the form of 16ft (4877) span Nissen huts supplemented by a small number of British Concrete Federation (BCF) huts. After Site 3 had been transferred to Cottenham Rural District Council during February 1948 some of the Nissens were replaced with several examples of the Arcon house. These were erected by the local authority as emergency housing under the Housing (Temporary Accommodation) Act of 1944.

5.2 British Concrete Federation Huts (308–310)

From 1942, the British Concrete Federation designed a monolithic-concrete barrack hut for the Ministry of Works which was to be manufactured by companies belonging to the federation. There were two basic types, those having a pitched-roof (which are now very rare) and the more common flat-roofed version, three examples of which are extant on Site 3 where they were used as sergeants' quarters.

The hut consists of a series of slotted reinforced concrete wall posts at 3ft 3in (990) centres (bay width) which support the roof beams. Between each post are inner and outer wall panels, which are separated by a cavity. The inner panel is a lightweight 2 inch-thick breeze-concrete precast slab and the external panel is made of dense concrete. Normally steel multi-pane windows were inserted within every other bay and these were fitted with small infill panels, inserted between the posts. Reinforced concrete roof beams span the posts and these carries felt covered breeze-concrete roofing slabs.

Plate 142: BCF hut, Site 3
September 2004

Huts such as these were also used for nurseries, emergency pre-schools for the children of mothers working in munitions factories, hospital operating theatres and clinics. The huts were never a great success largely because they were too expensive to manufacture, so in 1943 the Ministry of Works designed a cheaper concrete version which went on to be manufactured in far greater quantities than the BCF hut.

5.3 Arcon Houses

The presence of Arcon houses on Site 3 may or may not suggest that these were originally have been RAF married quarter houses.

Arcon was the name of a group of architect-consultants who set out to design and sponsor a single-storey dwelling which could be quickly assembled from stocks of prefabricated parts to conform to the requirements of the Government's Temporary Housing Programme.

The architects utilised a number of industrial metal firms for the manufacture of light rolled steel sections for the frame, tubular sections for the roof trusses and purlins, lightweight steel windows and sheet steel for doors and internal equipment. Asbestos companies provided all of the external corrugated cladding, plasterboard for internal lining including ceilings and partitions, plywood and wood-wool for prefabricated floor and ceiling panels and thermal insulation. All these component parts were manufactured and then stored at distribution centres located all over the UK.

The houses had an offset main entrance with hall and WC, with doors leading off to a bathroom, two bedrooms and a combined dining and living room. Also, off the hall was an airing cupboard and a broom cupboard. The kitchen had its own entrance, or access could be made from the living room.

At Site 3 there are three or more surviving examples.

- NGR: TL 40058 65750, 40065 65756, 40070 65762 (BCF huts)
- NGR: TL 40050 65792, 40055 65785, 40061 65780 (Arcon Houses)

Plate 143: Arcon houses, Site 3
March 2011

6. REMOTE SITES

6.1 Introduction

Located within and outside the post-war airfield boundary were a number of remote sites, all of which are associated with the instrument landing system.

6.2 British Instrument Landing System

6.2.1 Middle Marker AB1/65064

NGR: TL 42141 66948

In 1965 the British Instrument Landing System (BILS) was installed for the main runway at Oakington. Its beam was aligned along the main runway (05-23) centre line, in a NE direction beyond the airfield perimeter. It hit the middle marker building which was located in a field on the NE side of Cuckoo Lane and an adjacent stream (just north of Cuckoo Bridge). A special bridge was built to get access from the lane to the building.

This was also the site of the first two approach lights to runway 23 which were installed in 1954 by the company Thorpe and Thorpe Ltd.

The middle marker building was 3060.8ft from the runway end threshold bar (co-ordinates E.542 155.08, N.266 960.09). It was located in the centre of a 30ft by 20ft plot that was fenced with wooden cattle-proof fencing with a gate. It was single-storey with a square-shaped plan-form, constructed of cement-rendered, vented 9-inch brick with a Bison precast concrete flat roof with 0.5-inch wire mesh earth screen. The earth screen extended out from the main building on three sides, supported by 3/8 inch-diameter steel bars at 14 inch centres. There was one room which functioned as a workshop.

- Dimensions: 8ft by 8ft (footprint) (2438 by 2438) and a ceiling height of 7ft (2133).

The middle marker building is demolished but the purpose-built 35ft (10668) span ‘Metsec’ type bridge is extant and it is possible to see the pipe carrying the power cables from the airfield lighting running below the bridge.

Plate 144: Metsec bridge
September 2004

6.2.2 Outer Marker

Drawing: 5216E/54, NGR: TL 48021 73988

Further north-east, the outer marker building is located in field No.203, close to Low Fen Bridge on Twenty Pence Road at Low Fen, south of Wilburton. The building was 33,157ft (10,106 m) from the runway 23 threshold bar. It was originally located on a 20ft by 30ft (6096 by 9144) plot which was fenced with wooden cattle-proof fencing and a gate. The building is single-storey; with a rectangular shaped plan-form and is constructed of cement-rendered 9-inch external walls. The roof is constructed of Bison beams and slabs with a covering of wire mesh earth screening. There are two rooms, a large one with concrete ramp access which housed a standby plant generator, and the other is a workshop. It was ready for electrical fitting on 30 December 1966.

- Dimensions: standby plant room 9ft by 10ft (2743 by 3048), workshop 9ft by 5ft 9in (2743 by 1752) and ceiling height 7ft (1752).

Plate 145: Outer marker
March 2011

6.2.3 Localiser Building and Aerial Array

Drawing: 5429/54

At the 05 runway end, the localiser building, and aerial array was located 1550ft from the 05 threshold bar. The building was single-storey, constructed of vented 9-inch brick supporting a Bison concrete beam and slab roof. Immediately in front of the building was a 35ft radius (minimum) concrete arch which was 13ft wide. This was the reflector foundation and 16ft in front of this was the foundation block for the aerial plinth. The building and concrete arch were removed before the September 2004 survey, and therefore no photograph has been found.

6.2.4 Glide Path Building (517)

Drawing: unknown, NGR: TL 41465 65922

Located on the airfield and 450ft (137.16 m) from the centre line of runway 19-23 on the SE side is a glide path building, and 7ft 6in (2286) in front of this is a 6ft (1829) square concrete plinth for supporting the aerial. The centre of this plinth is 1000ft (304.8 m) from the runway 23 threshold. A monitor plinth was located 380ft (115.824 m) from the aerial plinth.

The glide path building was near identical to the localiser, consisting of a small single-storey windowless structure, constructed of cement rendered (roughcast) 9-inch brick walls supporting a Bison concrete slab roof. The building was extant in September 2004 but has since been removed.

Plate 146: Glide path building
September 2004

6.3 VHF / DF Building and Stand by Set House Site

Drawings: 62/52 (VHF) and 450/50, NGR: TL39235 64620

6.3.1 Introduction

An earlier directional finding system was installed on a remote site close to the runway 05 end.

6.3.2 VHF / DF Building 62-63/52

Located in a field adjacent to Wilsons Lane, is the CR / DF remote operated VHF / DF building. It was designed by Frank Lambert in 1952. It consists of a 13.5-inch brick single-storey square-shaped structure, with entrance lobby, radio room, M&E room and a latrine. Windows are timber casements. The roof is flat constructed of wooden joists, boarded and felted. The roof-mounted platform and aerial is missing. This consisted of a 7ft 9in (2362) timber lattice framework that supported the aerial as well as a ladder for maintenance and cleaning of the aerial.

- Dimensions: 16ft 3in by 18ft (4953 by 5486) (accurate footprint). Ceiling height is 9ft (2743).

Plate 147: VHF/ DF building
March 2011

6.3.3 Stand-by Set House

Drawing: unknown, NGR: TL 39356 64522

Located close to the eastern boundary of the field with the VHF / DF building is its stand-by set house. It is single-storey, constructed of windowless but vented 11-inch cavity brick walls with a flat Sigwart precast concrete slab roof, supported on concrete beams. Outside there is a brick walled fuel tank or substation compound. It is believed to be a 15 or 20 kW set version with a 10ft high ceiling.

- Dimensions: 11ft by 18ft (3353 by 5486) (internal).

Plate 148: Standby house
March 2011

7. AIRMEN'S MARRIED QUARTERS COMMUNAL BUILDINGS

7.1 NAAFI Families Shop

Drawing: unknown, NGR: TL 40021 66554

7.1.1 Introduction

Designed by RM Rogers, the NAAFI family's shop was constructed in 1966 and built adjacent to School Road, on an open space designated as marsh land. A new service road was also built from School Road leading to a new car park, plus another car park was built adjacent to a married quarter internal road.

The building is single-storey with a rectangular shaped plan-form. The main part is a messing store (shop) while the remainder of the building is in the form of a store annexe. This contains a provision room, messing issue area, an office, staff toilets, a rest room, lock-up store and local produce store. Outside at the southern end of the complex is an open yard with an empties store and an oil store, while at the front is a covered pram park.

7.1.2 Construction

External walls are 11-inch cavity brick with a flat roof constructed of wood wall slabs fixed to joists over the stores area and yard. The main part is raised clear of the stores area, the difference in height between the stores annexe and the messing store being a four bay timber glazed unit with 20-degree pitched roof which is constructed of 25ft (7620) span Metsec joists at 12ft 6in (3810) centres. The Metsec joists are carried on 4 inch-square box-section steel stanchions. The building has since been extended by another three bays.

Plate 149: NAAFI family's shop
March 2011

Appendix 1 – Summary of Buildings and Structures

2004 Survey Ext= extant, Dem= demolished

Bdg	Description	Dwg Number	NGR (TL)	Status
2	Officers' Mess & Quarters	?	40520 66685	Ext
3	Officers' Garages	5987/39	40552 66730	Ext
4	Squash Racquets Court	6659/39	40605 66669	Ext
5	Static Water Tank	4100/41	40531 66545	Dem
6	Ejector	?	?	?
7	Guard & Fire Party House	494-497/38	40569 66530	Ext
8	Sick Quarters	7503/37	40465 66440	Ext
10	Sick Quarters Annexe	3250/40	40481 66450	Ext
11	Ambulance Garage & Mortuary	5703/36	40505 66405	Dem
12	C of E Church	?	?	Dem
13	Gas Decontamination Centre Type 'G'	6068/36	40529 66395	Dem
14	Station HQ Offices	16690/39	40595 66450	Ext
15	Institute & NAAFI Quarters	8W/OAK/211	40656 66502	Ext
17	Grocery & Local Produce Store	7368/39	40762 66490	Ext
18	WAAF Staff Quarters	?	?	Dem
18	Unit Stores	?	40810 66580	Ext
19	Barrack Block	1132/38	40695 66475	Ext
20	Barrack Block	1132/38	40675 66412	Ext
21	Barrack Block	1132/38	40625 66371	Ext
22	Barrack Block	1132/38	40565 66355	Ext
23	Sergeants' Mess & Quarters	11525/39	40620 66280	Ext
24	WAAF Changing Block	?	?	Dem
25	Barrack Block	1132/38	40690 66215	Ext
26	Barrack Block	1132/38	40710 66280	Ext
27	Static Water Tank	4100/41	40720 66305	Dem
28	Static Water Tank	4100/41	40730 66315	Dem
29	N/A	N/A	N/A	N/A
30	Barrack Block	1132/38	40759 66322	Ext
31	Dining Room & Institute	5060/38	40760 55410	Ext
32	Ration Store	3172/38	40805 66447	Ext
33	WAAF Changing Room	?	40826 66388	Ext
34	WAAF Changing Room	?	40860 66400	Ext
35	Works Flight Store	?	40830 66410	Dem
36	Works Flight Store	?	40833 66402	Dem
37	Works Flight Store	?	40840 66396	Dem
37	M&E Transformer Plinth	?	40752 66223	Ext
38	Works Flight Store	?	?	Dem
39	Barrack Block	1132/39	40825 66338	Ext
40	MT Vehicle Shed & Yard	778/38	40877 66331	Ext
41	Gas Clothing Store & Workshop	9210/43	?	Dem
42	MT Long Bay	6225/37	40928 66318	Ext
43	MT Drivers' Rest Room	9210/42	?	Dem
44	MT Petrol Installation	11735/39	4908 66284	Ext
45	Articulated Trailer Shed	9870/37	40895 66265	Ext
46	Bulk Oil Installation (MT)	7007/38	40830 66248	Dem

Appendix I (contd) – Summary Of Buildings & Structures				
Bdg	Description	Dwg Number	NGR (TL)	Status
47	Compressor House	316/37	40830 66262	Ext
48	Flight Store	?	?	Dem
49	Flight Store	?	?	Dem
50	N/A	N/A	N/A	N/A
51	AMWD Offices & Workshops	15975/39	40780 66250	Ext
52	Disinfector House	16997/39	40760 66205	Ext
53	Bulk Petrol Installation (MT)	7007/38	40775 66200	Ext
54	YMCA	?	?	Dem
55	Central Heating Station	16004/39	40835 66185	Ext
56	Link Trainer Building	1163/39	48758 66139	Ext
57	Synthetic Navigation Building	3WA/8A/458	40754 66119	Ext
58	Bulk Aviation Petrol Installation	1619/39	40575 66130	Elements extant
59	M/G Range	2904/36	40540 66090	Ext
60	Ready Use Pyro Store	2847/37	?	Dem
61	Main Stores	6526/43	40754 66052	Ext
62	Main Stores	6526/43	40770 66043	Ext
63	Gun Turret Instructional Building	11023/40	?	Dem
63	Training Theatre	?	40730 66055	Ext
64	Salt & Sand Store	?	?	Dem
65	Salvaged Metal Dump	?	?	Dem
66	Main Stores	7034/37	40801 66122	Ext
67	Static Water Tank	4100/41	?	Dem
68	Lubricant & Inflammable Store	7352/38	40840 66101	Ext
69	Technical Latrine	9026/41	?	Dem
70	Armoury	7616/37	40868 66150	Ext
71	Sewage Ejector Station	1116/38	?	?
72	Technical Latrine	9026/41	?	Dem
73	Parachute Store	6351/37	40924 66177	Ext
74	Dinghy Store	2901/43	40904 66182	Ext
75	Static Water Tank	4100/41	?	?
76	Main Workshops	6958/37	40902 66218	Ext
77	Radar Workshop	7352/42	?	Dem
78	Radar Workshop	6211/43	?	Dem
79	Aircraft Shed T2	3653/41	41015 66235	Ext
80	Aircraft Shed T2	3653/41	41045 66185	Ext
81	Technical Latrine	9026/41	?	Dem
82	Sleeve Streamer Mast	5615/40	?	?
83	Aircraft Shed Type ‘J’	13005/39	40925 66085	Ext
84	Fire Tender	9842/39	40972 66015	Dem
85	Watch Office with Met Section	5845/39	40982 66022	Dem
86	NFE Store	3235/39	40995 66038	Ext
87	Signal Square	?	41000 66000	Ext
88	Meteorological Enclosure	?	?	?
89	Aircraft Armament Store	?	40888 66101	Dem
90	Aircraft Armament Store	?	40875 66090	Ext
91	Technical Latrine	175/35	?	Dem
91	Technical Latrine	175/35	?	Dem

Appendix I (contd) – Summary Of Buildings and Structures				
Bdg.	Description	Dwg Number	NGR (TL)	Status
92	Technical Latrine	175/35	?	Dem
93	Aircraft Shed Type 'J'	13005/39	40830 65975	Ext
94	Engine Component Bay	?	40788 65978	Ext
95	Aircraft Armament Store	?	40778 65962	Ext
96	Technical Latrine (WAAF)	9023/41	?	Dem
97	Technical Latrine (RAF)	175/35	40748 65956	Dem
98	Defence Store	?	?	?
98	Varsity Line Crew Building	?	40945 65991	Ext
99	Bulk Petrol Installation	1623/39	40730 65920	Elements extant
100	Crew Rest Room	5816/41	?	Dem
101	Latrine	?	?	Dem
102	Flight Office	?	?	Dem
103	Cinema	?	40632 65935	Dem
104	Flight Office	?	?	Dem
105	Crew Rest Room	?	40780 65860	Dem
106	Latrine	?	?	Dem
107	Locker & Drying Room	?	40754 65830	Dem
108	General Purpose Hut	?	?	Dem
109	Defence HQ	?	40765 65742	Dem
110	Fire Fighting Equipment Store	?	40778 65728	Dem
111	Latrine	?	40755 65730	Dem
112	Store (Nissen)	?	?	Dem
113	N/A	N/A	N/A	N/A
114	M&E Plinth	?	4052 6509	Dem
115	Command Post	?	40547 65691	Dem
116	Cloud Height Projector	?	?	Removed
117	N/A	N/A	N/A	N/A
118	Latrine Block	9026/41	?	Dem
119	Aircraft Shed Type B1	11776/42	40595 85622	Dem
120	N/A	N/A	N/A	N/A
121	Ablution Hut	?	?	Dem
122	Ablution Hut	?	?	Dem
123	Ablution Hut	?	?	Dem
124	General Purpose Hut	?	?	Dem
125	Latrine Block	9026/41	40152 65592	Dem
126	Latrine Block	9026/41	?	Dem
127	General Purpose Hut	?	?	Dem
128	General Purpose Hut	?	?	Dem
129	AA Defence Crew Quarters & Cookhouse	?	40240 65190	Dem
130	AA Defence Crew Latrines	?	40222 65173	Dem
131	General Purpose Hut	?	40072 65003	Dem
132	Latrine Block	9026/41	?	Dem
133	General Purpose Hut	?	40932 64699	Dem
134	Shooting-in Butt	?	?	Dem
135	Main Beacon	?	40205 64632	Dem
136	General Purpose Hut	?	40597 64633	Dem
137	General Purpose Hut	?	40165 65584	Dem

Appendix I (contd) – Summary Of Buildings and Structures				
Bdg.	**Description**	**Dwg Number**	**NGR (TL)**	**Status**
138	General Purpose Hut	?	?	Dem
139	Latrine Block	9026/41	?	Dem
140	General Purpose Hut	?	41169 64758	Dem
141	General Purpose Hut	?	?	Dem
142	General Purpose Hut	?	41141 65048	Dem
143	Latrine Block	9026/41	41150 65062	Dem
144	AA Defence Engine House	?	?	Dem
145	AA Defence Crew Quarters & Cook House	?	41203 65102	Dem
146	AA Defence Latrines	?	?	Dem
147	Battle HQ	11008/41	41272 65112	Dem
148	Sand & Salt Store	?	41472 65128	Dem
149	N/A	N/A	N/A	N/A
150	M&E Plinth	?	41576 65090	Dem
150a	Distribution Centre & M&E Plinth		41580 65098	Ext
151	Latrine Block	9026/41	41566 65099	Dem
152	Sewage Ejector Station	?	?	?
153	General Purpose Hut	?	?	Dem
154	Inner Marker Beacon	?	?	Dem
155	AA Defence Latrines	?	?	Dem
156	AA Defence Crew Quarters & Cook House	?	?	Dem
157	M/G Harmonisation Range	?	41649 66650	Dem
158	AA Defence Engine House	?	?	Dem
158	'B' Centre	?	TL	Ext
159	AA Defence Latrines	?	?	Dem
160	RC Church	?	40476 66808	Dem
161	Fire Fighting Equipment Store	?	?	Dem
162	SAA Store	?	?	Dem
511	?	?	40755 65983	Dem
510	Dispersed Squadron Offices	?	40695 65783	Ext
513	Glide Path Building	?	41465 65922	Ext
514	Gymnasium	?	40435 66285	Ext
515	ROC Post	?	41160 65083	Dem
516	VHF / UHF Receiver Site	?	40884 64740	Partially Dem
517	SAA Stores	?	40527 66133	Ext
518	VHF / UHF Transmitter Site	?	41612 65180	Dem
537	VOR Station	?	41199 65545	Ext
Sewage Disposal Works				
224	Sludge Drying Beds	17184/39	41300 67205	Ext
225	Sedimentation Tanks	17183/39	41330 67235	Ext
226	Filter Beds	17184/39	41320 67262	Ext
227	Filter Beds	17184/39	41305 67250	Ext
228	Destructor House	9559/40	?	Dem
229	Humus Drying Beds	17184/39	41337 67232	Ext
230	Humus Tanks	17184/39	41295 67266	Ext
231	Tool House	3737/35	41319 67301	Ext
232	Sludge Drying Beds	17184/39	?	Ext
233	Humus Tanks	?	?	Ext

Appendix I (contd) – Summary Of Buildings and Structures				
Bomb Stores				
Bdg.	**Description**	**Dwg Number**	**NGR (TL)**	**Status**
171	Practice Bomb Store & Gas Chamber	1144/37	41085 66423	Ext
172	RU Pyro Store	2847/37	?	Dem
173	Fuzing Point Building	4778/42	41139 66507	Dem
174	Latrine Block	9026/41	?	Dem
175	Pyrotechnic Stores	2164/43	40915 66606	Dem
176	Pyrotechnic Stores	2164/43	41035 66575	Dem
177	Fuzing Point Building	7900/42	41051 66649	Dem
178	Fuzing Point Building	7900/42	41015 66710	Dem
179	Standby House	10966/38	40942 66698	Dem
180	Incendiary Bomb Store	4734/42	40843 66672	Dem
181	Incendiary Bomb Store	4734/42	40761 66722	Dem
182	Incendiary Bomb Store	4734/42	40830 66778	Dem
183	Fuzed & Spare Bomb Store	4780/42	40928 66812	Ext
184	Bomb Store	3164/42 & 1212/43	40841 66926	Ext
185	Bomb Store	3164/42 & 1212/43	40840 67105	Dem
186	Bomb Store	3164/42 & 1212/42	41030 67040	Ext
187	Bomb Store	3416/40	41115 66958	Dem
188	Bomb Store	3416/40	41074 66905	Dem
189	Bomb Store	3416/40	41135 66880	Dem
190	Incendiary & Pyrotechnic Store	5244/40	41070 66790	Dem
191	Incendiary Bomb Store	4734/42	41051 66787	Dem
192	Incendiary Bomb Store	4734/42	41062 66774	Dem
193	Bomb Store	5416/40	41175 66786	Dem
194	Bomb Store	5416/40	41185 66720	Dem
195	Static Water Tank	4100/41	41128 66768	Dem
196	Components Store	3181/40	41130 66678	Dem
197	Small Bomb Container Stores	3181/40	41120 66620	Dem
198	Components Store	5284/40	41185 66658	Ext
199	Components Store	5284/40	41178 66934	Ext
200	Fuzing Point Building	?	41205 67018	Dem
201	Fuzing Point Building	?	41300 66932	Dem
202	Fuzing Point Building	?	41282 66810	Dem
203	Bomb Store	?	41240 66762	Dem
204	Bomb Store	?	41240 66700	Dem
205	LC Bomb Store	?	41486 66860	Dem
206	LC Bomb Store	?	41510 66873	Dem
207	LC Bomb Store	?	41530 66838	Dem
208	Static Water Tank	?	?	Dem
209	LC Bomb Store	?	41545 66760	Dem
210	Bomb Store	?	41512 66716	Dem
211	Bomb Store	?	41472 66703	Dem
212	Bomb Store	?	41465 66660	Dem
213	Bomb Store	?	41518 66632	Dem
214	Bomb Store	?	41525 66668	Dem

Appendix I (contd) – Summary Of Buildings and Structures				
VHF / D/F Site				
Bdg.	**Description**	**Dwg Number**	**NGR (TL)**	**Status**
250	VHF D/F	?	?	Ext
251	Standby House	?	?	Ext
Blast Shelters / Air-Raid Shelters				
Bdg.	**Description**	**Type**	**NGR (TL)**	**Status**
469	Dining Room & Institute (31)	Blast Shelter	40820 66390	Dem
470	Close to Flight Offices (100)	Blast Shelter	40812 65880	Dem
471	Armoury (70)	Blast Shelter	40841 66141	Dem
472	SE side of Barrack Block (25)	Blast Shelter	40670 66197	Dem
473	T2 hangar (79)	Blast Shelter	40950 66250	Dem
474	Synthetic Navigation Trainer (57)	Blast Shelter	40762 66100	Dem
475	'J' Hangar (93)	Blast Shelter	40877 65978	Dem
476	'J' Hangar (83)	Blast Shelter	40930 66040	Dem
477	'J' Hangar (83)	Blast Shelter	40966 66072	Dem
478	Between SSQ (8) and Guardhouse (7)	Blast Shelter	40525 66484	Dem
479	Officers' Mess (2)	Blast Shelter	40460 66725	Dem
480	Sergeants' Mess & Quarters (23)	Stanton	40584 66315	Ext
481	Barrack Block (21)	Stanton	40608 66396	Ext
482	Barrack Block (20)	Stanton	40655 66440	Ext
483	SHQ (13)	Stanton	40620 66472	Ext
484	Officers' Mess (2)	Stanton	40564 66626	Ext
485	Dining room & Institute (31)	Stanton	40723 66431	Ext
486	Dining Room & Institute (31)	Stanton	40777 66366	Ext
487	Parade Ground	Stanton	40745 66359	Ext
488	Parade Ground	Stanton	40706 66398	Ext
489	Parade Ground	Stanton	40640 66334	Ext
490	Parade Ground	Stanton	40675 66295	Ext
491	Sergeants' mess & quarters (23)	Stanton	40645 66241	Ext
492	Barrack Block (25)	Stanton	40710 66190	Ext
493	Barrack Block (26)	Stanton	40724 66256	Ext
494	Barrack Block (30)	Stanton	40782 66304	Ext
495	Barrack Block (39)	Stanton	40845 66314	Ext
496	AMWD Works (51)	Stanton	40846 66235	Ext
497	Barrack Block (19)	Stanton	40675 66496	Ext
498	Main Stores (62)	Stanton	40770 66156	Ext
499	MT Vehicle Sheds (40)	Stanton	40935 66305	Ext
500	'J' Hangar (83)	Stanton	40890 66119	Ext
501	Barrack Stores (62)	Stanton	40769 66015	Ext
502	B1 Hangar (119)	Stanton	40604 65672	Ext
503	Airfield defence perimeter W	Stanton	40180 65576	Dem
504	Airfield Defence Perimeter SW	Stanton	?	Dem
505	Airfield defence perimeter SW	Stanton	40085 65024	Dem
506	Airfield defence perimeter S	Stanton	?	Dem
507	Airfield defence perimeter S	Stanton	?	Dem
508	Airfield defence perimeter E	Stanton	41130 65030	Ext
509	Airfield defence perimeter SE	Stanton	41564 65082	Dem

Appendix I (contd) – Summary Of Buildings and Structures

Blast Shelters / Air-Raid Shelters

Bdg.	Description	Type	NGR (TL)	Status
261	Dining Room	?	?	Dem
262	Ration Store	?	?	Dem
263	Officers' Mess	?	?	Dem
264	High-level Water Tank	?	?	Dem
265	Boiler House	?	?	Dem
266	Officers & Sergeants' Shower Block	?	?	Dem
268	Fuel Compound	9106/41	?	Dem
267	Sergeants' Mess	?	?	Dem
277	Officers' Quarters	2965/42	?	Dem
278	Officers' Quarters	2965/42	?	Dem
279	Officers' Quarters	2965/42	?	Dem
280	Officers' Quarters	2965/42	?	Dem
281	Officers' Quarters	2965/42	?	Dem
282	Officers' Quarters	2965/42	?	Dem

Pillboxes

439	Junction of Rampton Road & Long Lane	FC Con	40171 66630	Ext
440	Mid-point of Rampton Road NW boundary	?	40556 66888	Dem
441	W boundary Rampton Road by Bomb Stores	FW3/22 (small)	?	Ext
442	NE boundary by Sewage Works	FW3/22 (large)	41385 67216	Ext
443	NE boundary between perimeter track & railway line	FC Con	41689 66231	Ext
444	NE boundary between perimeter track & railway line	FC Con	41648 66110	Ext
445	NE boundary between perimeter track & railway line. With attached shelter	FC Con	41700 66032	Ext
446	E boundary between perimeter track & railway	FC Con	41709 65677	Ext
447	East perimeter on Station Road. Faces E	FW3/22	41712 65037	Ext
448	On site of corn mill close to Mill Road, Oakington	?	41531 64930	Dem
449	Southern dispersals. Protecting BHQ & 01-19 rwy	FC Con	41121 65011	Ext
450	Southern dispersals near Manor Farm	FC Con	41250 64970	?
451	Longstanton Road boundary	?	40890 64628	Dem
452	Close to St Michael's Lane. Command Post	FW3/22 (small)	403299 65631	Ext
453	Close to St Michael's Lane. Command Post	?	40350 65702	?
454	Protecting Command Post?	FC Con	40643 65611	Ext
455	Protecting Command Post?	FC Con	40486 65712	Ext
456	Close to St Michaels Lane. Aviation Petrol Inst.	FW3/22 (large)	40495 66090	Ext
457	Junction of Long Lane & St Michaels Lane. Aviation Petrol Installation	FC Con	40562 66188	Dem
458	Aviation Fuel Installation	FW3/22 (small)	40618 66179	Ext
459	Mid-point along Long Lane within airfield boundary	FW3/22 (small)	40408 66408	Ext
460	Facing Bomb Stores	FW3/22 (small)	40894 66796	Ext
461	SW boundary Wilsons Road close to Site 3	FC Con	39867 65545	Ext
462	NE boundary between perimeter track & railway line	FC Con	41583 66853	Ext
463	Southern dispersals Protecting BHQ	FC Con	41293 65130	Dem
464	At Level Crossing north of Sewage Works	FW3/22 (large)	41274 67367	Ext

Appendix I (contd) – Summary Of Buildings and Structures				
Site No. 3 (RAF				
Bdg.	Description	Dwg Number	NGR (TL)	Status
283	Officers' Latrines	6504/42	?	Dem
284	Officers' Ablutions	6050/42	?	Dem
285	Officers' Latrines	6504/42	?	Dem
286	Officers' Ablutions	6050/42	?	Dem
287	Sergeants' Quarters	2965/42	?	Dem
288	Sergeants' Quarters	2965/42	?	Dem
289	Sergeants' Quarters	2965/42	?	Dem
290	Sergeants' Quarters	2965/42	?	Dem
293	Sergeants' & Airmen's' Drying Room	6499/42	?	Dem
294	Sergeants' & Airmen's' Ablutions	8050/42	?	Dem
295	Latrines	6504/42	?	Dem
296	Latrines	6504/42	?	Dem
297	Picket Post	12404/41	?	Dem
298	Sergeants' Quarters	2965/42	?	Dem
299	Sergeants' Quarters	2965/42	?	Dem
300	Sergeants' Quarters	2965/42	?	Dem
301	Sergeants' Quarters	2965/42	?	Dem
302	Sergeants' Quarters	2965/42	?	Dem
303	Sergeants' Quarters	2965/42	?	Dem
304	Sergeants' Quarters	2965/42	?	Dem
305	Sergeants' Quarters	2965/42	?	Dem
306	Sergeants' Latrines	2965/42	?	Dem
307	Sergeants' Quarters	2965/42	40069 65762	Ext
308	Sergeants' Quarters	2965/42	40060 65759	Ext
309	Sergeants' Quarters	2965/42	40056 65751	Ext
310	Sergeants' Quarters	2965/42	?	Dem
311	Sergeants' Latrines	6504/42	?	Dem
312	Airmen's' Barrack Block	2965/42	?	Dem
313	Airmen's' Barrack Block	2965/42	?	Dem
314	Airmen's' Barrack Block	2965/42	?	Dem
315	Airmen's' Latrines	6504/42	?	Dem
316	Airmen's' Barrack Block	2965/42	?	Dem
317	Airmen's' Barrack Block	2965/42	?	Dem
318	Airmen's' Barrack Block	2965/42	?	Dem

Appendix I (contd) – Summary Of Buildings and Structures				
Dispersed Sites – Site 4				
Bdg.	**Description**	**Type**	**NGR (TL)**	**Status**
329	Gymnasium (Dance Hall)	16428/40	?	Dem
Dispersed Sites – Site 5 (WAAF)				
331	Institute	12568/41	?	Dem
332	Ablutions & Latrines	15047/41	?	Dem
333	Airwomen's Quarters	14423/41	?	Dem
334	Airwomen's Quarters	14423/41	?	Dem
335	Airwomen's Quarters	14423/41	?	Dem
336	Airwomen's Quarters	14423/41	?	Dem
337	Airwomen's Quarters	14423/41	?	Dem
338	Airwomen's Quarters	14423/41	?	Dem
339	Incinerator	?	?	Dem
340	Fuel Compound	9106/41	?	Dem
341	Sergeants & Airwomen's Baths & Cleansing Station	?	?	Dem
342	Latrines, Ablutions, Laundry & Hairdressers	?	?	Dem
343	Airwomen's Baths & Ablutions	?	?	Dem
344	Latrine Cleansing Platform	?	?	Dem
345	Sergeants' Quarters	14423/41	?	Dem
346	Airwomen's Quarters	14423/41	?	Dem
347	Airwomen's Quarters	14423/41	?	Dem
348	Airwomen's Quarters	14423/41	?	Dem
349	Ablutions & Latrines	15047/41	?	Dem
350	Static Tank	?	?	Dem
351	Dining Room	12641/41	?	Dem
352	Sergeants' Latrine	?	?	Dem
353	Picket Post	12404/41	?	Dem
Dispersed Sites – Site 6 WAAF Sewage Disposal				
362	Tool House	?	?	Dem
363	Sedimentation Tanks	?	?	Dem
364	Effluent Irrigation Beds	?	?	Dem
365	Sludge Beds	?	?	Dem
366	Humus Tanks	?	?	Dem
367	Percolating Filters	?	?	Dem

Appendix 2 – Room Inventory – (28 February 1941)

Building	Room	Length	Width	Height
Officers' Mess Ground Floor Central Block Ground Floor Building 2	Entrance Hall	24ft 3in	21ft 10in	14ft 6in
	Corridor	184ft	6ft	9ft
	Card & Writing Room	24ft	21ft 9in	14ft 6in
	Billiards Room	36ft	24ft	14ft 6in
	Anteroom	58ft 1in	24ft	14ft 6in
	Mess Room	62ft 4in	24ft	14ft 6in
	Mess President's Office	14ft	10ft	8ft 9in
	Living Room	15ft	11ft 3in	8ft 9in
	Messmen's Hall	4ft 3in	4ft 6in	8ft 9in
	Messmen's Hall (part)	14ft 3in	6ft	
	Scullery	10ft	9ft 7in	8ft 9in
	Larder	5ft	3ft 1in	8ft 9in
	Fuel Store	4ft 3in	3ft 1in	8ft 9in
	Lavatory	7ft 7in	6ft	8ft 9in
	Passage	16ft 6in	3ft 6in	8ft 9in
	Fuel Store	6ft	3ft 10in	8ft 9in
	Grocery Store	8ft 8in	6ft	8ft 9in
	Plate Store	8ft 4in	5ft	8ft 9in
	Lavatory	10ft5	8ft 8in	8ft 9in
	Mess Waiter's Bedroom	11ft 8in	10ft	9ft
	Service Corridor	55ft 6in	4ft 6in	9ft
	Passage	24ft	4ft 6in	9ft
	Lavatory 1	23ft 4in	9ft 7in	8ft
	Cloakroom	11ft 4in	9ft 7in	8ft
	Passage	24ft	4ft 6in	9ft
	Servery	7ft 3in	5ft	9ft
	Servery (part)	22ft 7in	16ft	
	Wash Up	12ft 7in	10ft	9ft
	Pantry	12ft 10in	12ft 7in	9ft
	Kitchen	24ft	22ft	13ft
	Waiter's Day Room	18ft	10ft	9ft
	Beer Store 1	12ft 4in	6ft	9ft
	Beer Store 2	12ft 10in	5ft 7in	9ft
	Scullery	18ft	12ft 6in	9ft 3in
	Wine Store	12ft	6ft	9ft
	Store	12ft 6in	6ft 6in	9ft 3in
	Larder	10ft 9in	6ft 6in	9ft 3in
	Larder (part)	12ft 6in	6ft 6in	
	Corridor	24ft 6in	3ft 4in	9ft 3in
	Mess Man's Office	9ft	7ft	9ft 3in
	Entrance	7ft 6in	3ft	9ft 3in
	Lavatory	7ft 6in	7ft	9ft 3in
	Fuel Store	7ft	3ft	9ft 3in
	Outhouse	12ft 5in	8ft	8ft
	Fuel Store	8ft	4ft	8ft

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	**Room**	**Length**	**Width**	**Height**
Building 2 contd.	Outhouse	17ft	7ft	8ft
	Boiler Room	23ft 6in	18ft	9ft 6in
	Pump Room	12ft	10ft	9ft 6in
	Expenses	15ft	11ft 8in	9ft
	Laundry Room	11ft 8in	8ft	9ft
	Servants' Quarters	6ft 9in	6ft 3in	9ft 9in
Officers' Mess Ground Floor Central Block First Floor Building 2	Bathroom	7ft	6ft 1in	8ft
	W/C	3ft 6in	3ft	8ft
	Linen Store	6ft	3ft 9in	8ft
	Landing	6ft	2ft 10in	8ft
	Landing (part)	24ft	6ft	8ft
	Bedroom 1	18ft 6in	12ft	8ft
	Bedroom 2	15ft	10ft 6in	8ft
	Passage	9ft 9in	3ft 6in	8ft
	Servants' Dormitory	24ft 3in	18ft	9ft
	Servants' Rest Room	13ft 6in	13ft	9ft
	Landing	9ft 8in	6ft 3in	9ft
	Passage	14ft 3in	3ft 6in	9ft
	Lavatory	7ft 6in	7ft	9ft
	Bathroom	6ft 10in	7ft 8in	9ft
Officers' Mess East and West Wings Ground Floor Building 2	Corridor	31ft 10in	6ft	9ft
	Stairway	13ft 6in	12ft	9ft
	Lavatory & Bathroom	21ft 6in	12ft	9ft
	Slops	12ft	4ft	9ft
	Stairway	12ft	6ft 3in	9ft
	Corridor	106ft 4in	4ft 6in	9ft
	Quarters 1 to 8	17ft	12ft	9ft
	Quarter 9	16ft 3in	12ft	9ft
	Box Room	12ft	12ft	9ft
	Corridor	61ft 9in	4ft 6in	9ft
	Entrance	5ft 6in	4ft 6in	9ft
	Sitting Rooms 1 & 2	15ft 3in	12ft	9ft
	Bedrooms (1 & 2)	12ft 6in	12ft	9ft
	Lavatory & Bathroom	12ft	10ft 2in	9ft
	Calorifier Room	12ft	8ft 3in	9ft
	Outhouse	12ft	8ft 3in	9ft
Officers' Mess East and West Wings First Floor Building 2	Stairway	12ft 9in	7ft 3in	9ft 3in
	Lavatory & Bathroom	28ft 6in	12ft	9ft 3in
	Slops	12ft	4ft	9ft 3in
	Stairway	12ft	6ft 3in	9ft 3in
	Servants' Room	20ft 6in	12ft	9ft 3in
	Corridor	106ft 4in	4ft 6in	9ft 3in
	Quarters 10 to 17	17ft	12ft	9ft 3in
	Quarter 18	16ft 3in	12ft	9ft 3in
	Box Room	12ft	12ft	9ft 3in
	Corridor	61ft 9in	4ft 6in	9ft 3in
	Sitting Room 1 & 2	15ft 3in	12ft	9ft 3in
	Bedroom 1 & 2	12ft 6in	12ft	9ft 3in
	Lavatory & Bathroom	12ft	10ft 2in	9ft 3in
	Outhouse	12ft	8ft 3in	9ft

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	Room	Length	Width	Height
Officers' Mess East and West Wings First Floor Building 2	Stairway	12ft 9in	7ft 3in	9ft 3in
	Lavatory & Bathroom	28ft 6in	12ft	9ft 3in
	Slops	12ft	4ft	9ft 3in
	Stairway	12ft	6ft 3in	9ft 3in
	Servants' Room	20ft 6in	12ft	9ft 3in
	Corridor	106ft 4in	4ft 6in	9ft 3in
	Quarters 10 to 17	17ft	12ft	9ft 3in
	Quarter 18	16ft 3in	12ft	9ft 3in
	Box Room	12ft	12ft	9ft 3in
	Corridor	61ft 9in	4ft 6in	9ft 3in
	Sitting Room 1 & 2	15ft 3in	12ft	9ft 3in
	Bedroom 1 & 2	12ft 6in	12ft	9ft 3in
	Lavatory & Bathroom	12ft	10ft 2in	9ft 3in
Officers' Garages 8987/39 – Building 3	Garages (1 to 22)	17ft 6in	9ft 9in	10ft 7in
Guard House 496/38 Building 7	General Detention Room	16ft 9in	14ft	10ft 6in
	Latrine	14ft	10ft 10in	10ft 6in
	Calorifier Chamber	12ft	10ft 3in	10ft 6in
	Service Detention Room	12ft	9ft	10ft 6in
	FP Barrack Room	33ft	20ft	10ft 6in
	Bathroom	12ft 1in	5ft 1in	10ft 6in
	Latrine	12ft 1in	8ft	10ft 6in
	Passage	12ft 10in	3ft 6in	10ft 6in
	Passage	24ft 9in	7ft 2in	10ft 6in
	Prophylactic	24ft 9in	10ft 6in	10ft 6in
	Paint & Repair Shop	12ft 1in	11ft 2in	10ft 6in
	Fire Tender House	27ft	12ft	11ft 6in
	Fire Tender House (part)	15ft 9in	4ft 6in	11ft 6in
	Civilian Wardens	20ft	15ft 6in	10ft 6in
	Civilian Wardens (part)	12ft 9in	9ft 9in	10ft 6in
	Civilian Wardens (part)	6ft 6in	4ft 5in	10ft 6in
	Triangle	5ft 8in	5ft 8in	10ft 6in
	Guardroom	20ft	15ft 6in	10ft 6in
	Guardroom (part)	12ft 9in	9ft 9in	10ft 6in
	Guardroom (part)	6ft 6in	6ft	10ft 6in
	Triangle	5ft 8in	5ft 8in	10ft 6in
	SAA	23ft 5in	8ft	10ft 6in
	FA Cable Room	8ft	5ft	10ft 6in
	NCO	11ft 6in	8ft	10ft 6in
	Corridor	20ft 6in	5ft 3in	10ft 6in
	Corridor	22ft 6in	3ft 6in	10ft 6in

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	**Room**	**Length**	**Width**	**Height**
Station Sick Quarters 7503/37 Ground Floor Building 8	Porch	9ft 9in	8ft 8ft	9ft 3in
	Hall	12ft 1in	9ft 9in	9ft 3in
	Hall	7ft 3in	6ft 9in	9ft 3in
	Passage	17ft 6in	3ft 6in	9ft 3in
	Porch	8ft	3ft 6in	9ft 3in
	W/C	5ft	3ft 3in	9ft 3in
	W/C (part)	4ft 6in	4ft 1in	9ft 3in
	Calorifier	9ft 10in	4ft 6in	9ft 3in
	Medical Store	9ft 10in	6ft 10in	9ft 3in
	NCO	13ft 1in	9ft 10in	9ft 3in
	Kitchen	13ft 4in	18ft 2in	9ft 3in
	Larder	6ft 6in	3ft 10in	9ft 3in
	Store	5ft 6in	3ft 10in	9ft 3in
	Store	7ft	3ft 6in	9ft 3in
	Accident Reception	14ft	13ft 1in	9ft 3in
	Stairway & Stretcher Store	14ft	10ft 1in	9ft 3in
	Dental Surgery	14ft	13ft 1in	9ft 3in
	Passage	16ft	5ft	9ft 3in
	Waiting Room	13ft 11in	12ft 6in	9ft 3in
	Dispensary	10ft 6in	7ft 9in	9ft 3in
	Lobby	5ft 4in	3ft 6in	9ft 3in
	W/C	9ft 7in	4ft 1in	9ft 3in
	Office	9ft 7in	7ft 1in	9ft 3in
	Office (part)	14ft 1in	7ft	9ft 3in
	Medical Inspection	14ft 1in	13ft	9ft 3in
	Consulting Room	14ft 1in	10ft	9ft 3in
Station Sick Quarters 7503/37 First Floor Building 8	Stairway	14ft 2in	10ft 1in	10ft 3in
	Linen	6ft 10in	4ft	10ft 3in
	Shower	6ft 10in	3ft	10ft 3in
	Lobby	6ft 10in	3ft	10ft 3in
	W/C	6ft 10in	3ft	10ft 3in
	W/C	6ft 10in	3ft	10ft 3in
	Lobby	6ft 10in	3ft 2in	10ft 3in
	Bathroom	10ft	6ft 10in	10ft 3in
	Corridor	75ft	5ft	10ft 3in
	Officers' Ward	14ft 1in	10ft	10ft 3in
	Officers' Ward	14ft 1in	10ft	10ft 3in
	Observation Ward	14ft 1in	10ft 9in	10ft 3in
	Orderly	11ft 1in	10ft 1in	10ft 3in
	Airmen's' Ward	31ft 6in	14ft 1in	10ft 3in
Station Sick Quarters Annexe 16479/39 Building 10	Pantry	6ft 10in	6ft 7in	10ft 3in
	Sluice	7ft 1in	6ft 10in	10ft 3in
	Bathroom	10ft 3in	6ft 10in	10ft 3in
	W/C	6ft 10in	3ft	10ft 3in
	Lobby	6ft 10in	3ft	10ft 3in
	Corridor	34ft 6in	5ft 2in	8ft 6in

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	Room	Length	Width	Height
Building 10 contd	Air Lock	11ft 5in	5ft 2in	8ft 6in
	Corridor	15ft 4in	5ft 2in	8ft 6in
	Dressing Room	23ft	22ft 6in	8ft 6in
	Bleaching Room	23ft 3in	18ft 1in	8ft 6in
	Bleaching Room (part)	11ft 3in	6ft 4in	8ft 6in
	Clean Clothes Store	11ft 3in	6ft	8ft 6in
	W/C	6ft 3in	3ft	8ft 6in
	Air Lock	12ft 10in	4ft	6ft 9in
	Bleach Store	6ft	6ft	8ft 6in
	Bleach Store (part)	5ft 4in	3ft	8ft 6in
	Clean Towels	7ft	6ft	8ft 6in
	AWC	6ft 3in	3ft	8ft 6in
	Men's Undressing	17ft 9in	12ft 6in	8ft 6in
	Valuables	6ft	5ft	8ft 6in
	Women's Undressing	12ft 6in	11ft 10in	8ft 6in
	Valuables	5ft	4ft 4in	8ft 6in
	Air Lock	12ft 10ft	4ft	6ft 9in
	AWC	6ft 3in	3ft	8ft 6in
	W/C	6ft 3in	3ft	8ft 6in
	Bleach Room	23ft 3in	4ft	8ft 6in
	Bleach Room (part)	12ft 6in	6ft	8ft 6in
	Clean Towel	2ft 10in	2ft 7in	8ft 6in
	Bleach Store	2ft 10in	2ft 7in	8ft 6in
	Clean Clothes	8ft 6in	5ft 7in	8ft 6in
	Dressing Room	29ft 3in	11ft 6in	8ft 6in
	AC Plant	17ft 1in	10ft	9ft 6in
	Boiler Room	12ft 6in	10ft	9ft 6in
	Tank Room	23ft 4in	11ft 3in	6ft 9in
Ambulance Garage & Mortuary 15469/39 Building 11	Ambulance Garage	28ft	13ft	11ft 5in
	Mortuary	14ft	12ft	9ft
Decontamination Centre Type 'G Building 13	Reception	21ft	19ft 4in	8ft 6in
	AWC	5ft	3ft	8ft 6in
	Valuables	6ft	5ft	8ft 6in
	Bleach Store	6ft 10in	5ft	8ft 6in
	Air Lock	5ft	4ft	8ft 6in
	Bleaching Room	21ft	19ft 6in	8ft 6in
	Clean Clothes	12ft 3in	10ft 10in	8ft 9in
	Corridor	10ft 10in	5ft	8ft 9in
	Corridor (part)	5ft	3ft	8ft 9in
	W/C	5ft 6in	3ft	8ft 9in
	Dressing Room	21ft 4in	21ft	8ft 6in
	Air Lock	5ft	10ft	8ft 6in
	Boiler Room	12ft 9in	9ft 3in	10ft
	AC Plant	12ft 9in	11ft 7in	8ft 6in
	AC Plant (part)	7ft 4in	4ft 5in	8ft 6in
	Air Lock	5ft	4ft	8ft 6in

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	Room	Length	Width	Height
Building 13 contd	Dressing Room	21ft 4in	8ft 3in	8ft 6in
	Corridor	10ft 10in	3ft 9in	8ft 9in
	W/C	4ft 6in	2ft 9in	8ft 9in
	Clean Clothes	7ft 9in	4ft 6in	8ft 9in
	Bleaching Room	19ft 6in	8ft 3in	8ft 6in
	Air Lock	5ft	4ft	8ft 6in
	AWC	5ft	3ft 10in	8ft 6in
	Reception Room	19ft 4in	8ft 3in	8ft 6in
	Tank Room	30ft	11ft 7in	6ft 9in
Station Headquarters 16690/39 Ground Floor Building 14	Main Entrance	12ft	6ft	10ft 3in
	Corridor	20ft 6in	5ft	10ft
	Corridor (part)	75ft 7in	5ft 6in	10ft 3in
	Chief Accountant Offices	12ft 6in	11ft 9in	10ft 3in
	Assistant Accountant Offices	20ft 6in	12ft	10ft 3in
	Store Accounts Clerks	34ft 2in	23ft	10ft 3in
	Sergeant Major	16ft 1in	11ft 10in	10ft 3in
	Hall	12ft 7in	12ft	10ft 3in
	Stationary Store	16ft 1in	6ft 1in	10ft 3in
	Orderly Room	30ft 6in	12ft	10ft 3in
	Engineer Clerk	13ft 3in	11ft 2in	10ft 3in
	Engineer Officer	20ft 3in	11ft 2in	10ft 3in
	Commanding Officer	17ft 4in	13ft	10ft 3in
	Adjutant	20ft 6in	11ft 2in	10ft
	Orderly Room	20ft 6in	11ft 9in	10ft 3in
	Waiting Room	12ft 6in	11ft 9in	10ft 3in
	Corridor	33ft 9in	5ft	10ft 3in
	Officers' Lavatory	13ft 9in	10ft 6in	10ft 3in
	Hall & Staircase	19ft 2in	10ft 6in	10ft 3in
	Passage	22ft 8in	3ft 6in	10ft
	Passage	16ft 3in	5ft	10ft
	Passage	15ft	3ft 6in	10ft
	Teleprinter Room	20ft 3in	9ft	10ft
	Batteries	20ft 3in	10ft	10ft
	Wireless Room	16ft	15ft	10ft
	Meteorological Room	17ft	10ft 6in	10ft
Station Headquarters Operations Block 16690/39 Ground Floor Building 14	Traffic Office	17ft	11ft 6in	10ft
	Operations Room	22ft 6in	22ft 6in	10ft
	Passage	14ft	3ft 6in	10ft
	C/O's Room	12ft 3in	8ft 9in	10ft
	Signal Offices	13ft 4in	8ft 5in	10ft
	Store	10ft 6in	3ft 7in	10ft 3in
	Entrance	10ft 5in	5ft 6in	10ft 3in
	Airmen's' Lavatory	13ft 9in	10ft 6in	10ft 3in
	Calorifier	11ft 10in	6ft 9in	10ft 3in
	Hydrogen Store	10ft 6in	5ft	10ft 3in
	AA Operations	18ft 9in	14ft	10ft

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	Room	Length	Width	Height
Station Headquarters 16690/39 First Floor Building 14	Hallway off Landing	19ft 3in	11ft 3in	9ft
	Corridor	36ft 1in	5ft	9ft
	Store	11ft 3in	5ft	9ft
	Education Officer	13ft 6in	11ft 3in	9ft
	Clerk	14ft 2in	11ft 3in	9ft
	Lavatory & Cloakroom	14ft 1in	11ft 3in	9ft
	Lecture Room 1	30ft 6in	30ft 6in	12ft 9in
	Lecture Room 2	24ft 6in	22ft 2in	12ft 9in
	Library	30ft 6in	20ft 6in	12ft 9in
	Corridor	23ft 6in	5ft 4in	12ft 9in
Grocery Shop & Store 17365/39 Building 17	Post Office	8ft 4in	8ft 3in	9ft 6in
	Office	8ft 4in	7ft 9in	9ft 6in
	Shop	22ft 6in	15ft 3in	9ft 6in
	Lobby	6ft	5ft 6in	9ft 6in
	Grocery Store	31ft 6in	10ft 5in	9ft 6in
	Bacon Store	12ft 4in	5ft 5in	9ft 6in
	Ration Store	9ft	8ft 3in	9ft 6in
	Consumable Products	21ft 9in	8ft 4in	9ft 6in
	Covered Yard	22ft	11ft 3in	10ft 6in
Barrack Block 8/84 Ground Floor Buildings 19-22, 25, 26 & 30	Sitting Room	25ft 10in	21ft	9ft 3in
	Hall 1	13ft	10ft 3in	9ft 3in
	Hall 1 (part)	16ft 2in	16ft	9ft 3in
	Hall 2	16ft 2in	16ft	9ft 3in
	NCOs' Bedrooms 1 to 3	10ft 3in	7ft 8in	9ft 3in
	Barrack Store	10ft 3in	6ft	9ft 3in
	Bathrooms 1 & 2	10ft 3in	4ft 6in	9ft 3in
	Calorifier	10ft 3in	6ft 6in	9ft 3in
	Cleaning Room	15ft 4in	10ft 3in	9ft 3in
	Drying Room	11ft	10ft 3in	9ft 3in
	Barrack Rooms 1 to 3	39ft 9in	21ft	9ft 3in
	Lavatories	44ft	10ft 3in	9ft 3in
	Corridor	46ft 9in	5ft	9ft 3in
	Suitcase Store	10ft 3in	7ft 7in	9ft 3in
Barrack Block 8/84 First Floor Buildings 19-22, 25, 26 & 30	Halls 1 & 2	20ft 2in	16ft	9ft 3in
	NCOs' bedrooms 1 to 4	10ft 3in	7ft 8in	9ft 3in
	NCO's bedroom 5	10ft 3in	7ft	9ft 3in
	Bathrooms 1 & 2	10ft 3in	4ft 6in	9ft 3in
	Cleaning Room	15ft	10ft 3in	9ft 3in
	Drying Room	15ft 3in	10ft 3in	9ft 3in
	Barrack Rooms (1 to 4)	39ft 9in	21ft	9ft 3in
	Lavatories	44ft 7in	10ft 3in	9ft 3in
	Corridor	48ft	5ft	9ft 3in
	Suitcase Stores (1 & 2)	10ft 3in	7ft 4in	9ft 3in
Sergeants' Mess Centre Block 11525/38 Building 23	Entrance Hall	25ft	15ft 3in	12ft 9in
	Cloaks & Lavatory	25ft	15ft 6in	12ft 9in
	Billiard Room	41ft 4in	25ft	11ft 7in
	Corridor	44ft 4in	5ft	9ft 3in
	Inner Hall	28ft	16ft	9ft
	Corridor	62ft 7in	5ft	9ft 3in

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	Room	Length	Width	Height
Building 23 contd	Anteroom	61ft 10in	25ft	12ft 4in
	Coat Store	10ft 7in	7ft	9ft 3in
	Calorifier Room	10ft 7in	7ft	9ft 3in
	Lavatory	10ft 7in	6ft	9ft 3in
	Office	12ft	10ft 7in	9ft 3in
	Beer Store	16ft	10ft 7in	9ft 3in
	Liquor Sore	10ft	9ft 7in	9ft 3in
	Meter Cupboard	5ft 6in	3ft 6in	9ft 3in
	Passage	15ft 4in	3ft 6in	9ft 3in
	Servery	22ft	13ft 6in	9ft 3in
	Mess	59ft	25ft	13ft
	Cook's Room	11ft	11ft	9ft 3in
	Cook's Lavatory	11ft	6ft	9ft 3in
	Lobby	11ft	4ft	9ft 3in
	Coke Store	10ft 7	5ft 9in	9ft 3in
	Larder	15ft 4in	12ft 10in	9ft 3in
	Passage	28ft 3in	4ft	9ft 3in
	Store	13ft	12ft	9ft 3in
	Passage	12ft 9in	4ft	9ft 3in
	Scullery	24ft	15ft	9ft 3in
	Kitchen	24ft	24ft	9ft 3in
Sergeants' Mess Central Block First Floor Building 23	Stairway	9ft 10in	7ft 9in	9ft 3in
	Corridor	136ft 3in	5ft	9ft 3in
	Quarters (1 to 12 & 14 to 15)	11ft	9ft 10	9ft 3in
	Quarters (13)	10ft 5in	9ft 10in	9ft 3in
	Drying Room	9ft 10in	8ft 3in	9ft 3in
	Lavatory	42ft 6in	9ft 10in	9ft 3in
	Cleaning Room	8ft 10in	8ft 6in	9ft 3in
	Box Room (1 & 2)	9ft 10in	6ft	9ft 3in
	Tank Room	8ft 6in	5ft	5ft
Sergeants' Mess, East Wing, Ground Floor (West Wing similar) Building 23	Corridor	22ft 3in	5ft	9ft
	Passage	13ft	5ft	9ft
	Corridor	77ft 9in	4ft 3in	9ft
	Quarters (1, 11 to 18)	11ft 3in	10ft	9ft
	Quarters (2 to 10)	10ft 10in	10ft	9ft
	Stairway	11ft 7in	7ft 6in	9ft
	Drying Room	14ft 1in	10ft	9ft
	Boxes	14ft 1in	6ft 1in	9ft
	Corridor	68ft 6in	4ft 3in	9ft
	Entrance	4ft 3in	3ft 3in	9ft
	Cleaning Room	11ft 3in	9ft 8in	9ft
	Lavatory	5ft 9in	4ft 3in	9ft
	Lavatory	23ft 3in	11ft 3in	9ft
	Bathroom 1	6ft 6in	5ft 3in	9ft
	Bathroom 2	9ft 4in	5ft 3in	9ft
	Calorifier Room	8ft	5ft 9in	9ft
	Cupboard	5ft 9in	2ft 9in	9ft

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	**Room**	**Length**	**Width**	**Height**
Sergeants' Mess East Wing First Floor (West Wing similar) Building 23 *Note: only 14 quarters are listed*	Stairway	11ft 7in	7ft 6in	9ft
	Drying Room	11ft	5ft 8in	9ft
	Drying Room	14ft 1in	4ft 4in	9ft
	Boxes	14ft 1in	6ft 1in	9ft
	Corridor	72ft 3in	4ft 3in	9ft
	Quarters 19	11ft 3in	11ft 1in	9ft
	Quarters 26 to 29	10ft 10in	10ft	9ft
	Quarters 20 & 30 to 37	11ft 3in	10ft	9ft
	Corridor	77ft 9in	4ft 3in	9ft
	Cleaning	11ft 3in	9ft 8in	9ft
	Lavatory	5ft 9in	4ft 3in	9ft
	Lavatory	23ft 3in	11ft 3in	9ft
	Bathroom 1	9ft 4in	5ft 3in	9ft
	Bathroom 2	6ft 6in	5ft 3in	9ft
Ration Store 3172/38 Building 32	Meat Store	22ft	10ft 6in	9ft 10in
	Grocery & Bread Store	32ft 4in	15ft	9ft 10in
	Tailor's Shop	18ft	14ft	9ft 10in
	Shoemaker's Shop	14ft	14ft	9ft 10in
Barrack Block 8/56 Ground Floor Building 39	Sitting Room	25ft 10in	21ft	9ft 3in
	Hall 1	24ft 2in	16ft	9ft 3in
	Hall 2	14ft 2in	16ft	9ft 3in
	NCOs' Bedrooms 1 to 3	10ft 3in	7ft 7in	9ft 3in
	Barrack Store	10ft 3in	6ft	9ft 3in
	Bathroom 1 & 2	10ft 3in	4ft 6in	9ft 3in
	Calorifier	10ft 3in	6ft 6in	9ft 3in
	Cleaning Room	15ft 4in	10ft 3in	9ft 3in
	Drying Room	11ft	10ft 3in	9ft 3in
	Barrack Room 1 to 3	25ft 10in	21ft	9ft 3in
	Lavatories	48ft	10ft 3in	9ft 3in
	Corridor	48ft	5ft	9ft 3in
	Suitcase Store	10ft 3in	7ft 7in	9ft 3in
MT Sheds & Yard 778/38 Buildings 40 & 41	Lobby	8ft 4in	3ft 5in	10ft 1in
	Office	12ft 1in	11ft	10ft 1in
	Rest Room	12ft 1in	8ft 10in	10ft 1in
	Passage	8ft 6in	3ft 4in	10ft 1in
	Lavatory	10ft 9in	6ft 2in	10ft 1in
	Valve Chamber	6ft 2in	3ft	10ft 1in
	Compressor House	8ft 4in	6ft 2in	10ft 1in
	Store	15ft 3in	10ft 3in	10ft 1in
	Oil. Paint & Dope	11ft 7in	8ft 6in	10ft 1in
	Repair Bay	36ft 2in	30ft	10ft 1in
	Lock Up	30ft	12ft 2in	19ft 4in
	30ft bays	132ft 4in	30ft	15ft 4in
	30ft bays	181ft 2in	30ft	15ft 4in
MT Vehicle Shed 6225/37 Building 42	Bay	60ft 2in	12ft 6in	14ft 2in

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	Room	Length	Width	Height
Compressor House 318/37 Building 47	Machine Room	15ft	12ft	10ft 8in
	Tank Room	15ft	11ft	10ft 8in
Works Services Offices Block 6238/37 Building 51	Entrance	13ft	5ft	8ft 6in
	Clerk of Works	15ft 5in	13ft	8ft 6in
	Station Engineer	15ft 5in	13ft	8ft 6in
	Corridor	23ft	4ft 6in	8ft 6in
	Store	13ft 6in	4ft 6in	8ft 6in
	Lavatory	7ft 6in	5ft 6in	8ft 6in
	Lavatory (part)	4ft 3in	3ft	8ft 6in
	Passage	11ft	4ft 6in	8ft 6in
	Store	6ft 10in	2ft 9in	8ft 6in
	Store (part)	5ft 10in	3ft	8ft 6in
	Store	37ft 6in	22ft 6in	8ft 6in
	Entrance Lobby	10ft	5ft	8ft 5in
	Lavatory	8ft	5ft 8in	8ft 5in
	Valves	8ft	4ft	8ft 5in
	Fitter's Shop	19ft 3in	13ft 6in	8ft 4in
	Oil Store	10ft	7ft 1in	8ft 5in
Works Services Gas Defence Centre 8556/ 37 Building 51	Garages 1 & 2	20ft	10ft	10ft
	Issue Lobby	8ft 4in	7ft	9ft 6in
	Bleach Store	8ft 4in	7ft 5in	9ft 6in
	Oil & Lamp Store	8ft 4in	5ft	9ft 6in
	Equipment Store	20ft	16ft 4in	9ft 6in
	Dressing Room	20ft	16ft 4in	9ft 6in
Works Services Office Pump House / Sub-Station 6286/37 Building 51	Pump House	28ft	21ft 6in	12ft
	Substation	26ft	22ft	12ft
	Transformer Rooms (1 to 3)	9ft	8ft 2in	12ft
	Future Entrance	13ft 4in	7ft 6in	16ft 9in
	Ducts	7ft 6in	50ft	20ft 3in
Works Services Reservoir & Contractor's Store 7344/37 Building 51	Contractor's Store	36ft 3in	21ft 4in	8ft 6in
	Contractor's Store	11ft 10in	10ft 4in	8ft 6in
	Office	11ft 10in	10ft 7in	10ft 3in
	Reservoir (1 & 2)	38ft 2in	25ft 4in	10ft 3in
	Valve Chamber	7ft 6in	4ft 9in	14ft 3in
Central Heating Station 16024/39 Building 55	Boiler Room	52ft	31ft 10in	27ft
	Pump Room	31ft 10in	15ft	27ft
	Tower & Tank Room	7ft	7ft	39ft 6in
	Tower & Tank Room	8ft 6in	8ft 1in	15ft 6in
	Covered Bunkers	67ft 4in	24ft 7in	12ft 6in
	Wood Store	23ft 4in	20ft	8ft 9in
	Sack & Scale Store	21ft 6in	9ft 1in	8ft 9in

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	Room	Length	Width	Height
Link Trainer 1762/39 Building 56	Lobby 1 & 2	5ft 6in	4ft	10ft 2in
	Control Rooms 1 & 2	25ft	25ft	10ft 2in
Bulk Aviation Petrol Installation Buildings 58 and 99	Pump Room	18ft	14ft	7ft 9in
25 Yard Machine-Gun Range Building 59	Workshop	15ft	11ft	8ft 10in
	Firing Shelter	59ft 3in	11ft	8ft 10in
	Checker's Shed	12ft 9in	6ft 9in	7ft 3in
	Target Store	16ft 6in	11ft	8ft 6in
Lubricant & Inflammable Store 7352/38 Building 68	Dope	8ft 8in	7ft 1in	10ft 3in
	Dirty Oil	16ft 2in	7ft 7in	10ft 3in
	Oil Filter	16ft 2in	15ft 3in	10ft 3in
	Clean Oil	16ft 7in	8ft 2in	10ft 3in
	Lubricant	16ft 2in	8ft 2in	10ft 3in
	Inflammable	16ft 2in	15ft 8in	10ft 3in
	Acids	8ft 8in	7ft 1in	10ft 3in
	Carbide	7ft 1in	5ft 1in	10ft 3in
Armoury Ground Floor 7616/37 Building 70	Entrance Hall	16ft	6ft	10ft
	Hall	34ft 10in	4ft	10ft
	Office	19ft 6in	16ft	10ft
	Office	16ft	9ft 9in	10ft
	Armament Instruction	13ft	16ft	10ft
	Gas Respirators	17ft 9in	11ft 7in	10ft
	Passage	13ft 9in	4ft	10ft
	AML Teacher	13ft	13ft	14ft 6in
	AML Teacher (part)	6ft 3in	3ft 6in	
	Stairway	13ft 9in	6ft 3in	10ft
	Passage	7ft	3ft 4in	10ft
	Officers' Lavatory	7ft	6ft	10ft
	O/R's Lavatory	9ft 4in	3ft 7in	10ft
	Workshop	11ft	7ft	13ft 6in
	Workshop (part)	7ft	24ft 3in	
	Armoury (1 to 3)	22ft	13ft	8ft 9in
	Oil & Paint Store	10ft 7in	8ft 6in	8ft 9in
	Lobby	12ft 6in	5ft	8ft 9in
	Lobby (part)	5ft 3in	4ft 9in	8ft 9in
	Valve Chamber	10ft 3in	3ft 3in	8ft 9in
	Store	7ft 2in	5ft 3in	8ft 9in
	Camera Obscura	13ft	10ft	6ft 10in
	Camera Obscura (part)	12ft 6in	5ft 9in	
	Expense Ammo	13ft	11ft 3in	8ft 9in
	Filling Room	22ft	13ft	8ft 9in
	Station Armoury	22ft	13ft	8ft 9in
Armoury 7616/37 First Floor Building 70	Stairway	13ft 9in	5ft 3in	9ft 6in
	Passage	30ft 3in	4ft	9ft 6in
	Developing Room	10ft 5in	3ft 2in	9ft 6in
	Developing Room (part)	23ft	12ft 10in	9ft 6in
	Printing Room	13ft 6in	9ft 9in	9ft 6in

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	Room	Length	Width	Height
Building 70 contd	Printing Room (part)	16ft 8in	10ft 10in	9ft 6in
	Drying Room	16ft 9in	9ft 9in	9ft 6in
	Office	16ft 9in	10ft	9ft 6in
	Photo Instruction	20ft 6in	16ft 9in	9ft 6in
	Store	10ft	4ft	9ft 6in
	Photo W/S	16ft 9in	13ft 6in	9ft 6in
	AML Teacher	13ft	13ft	9ft 6in
	Lavatory	10ft 2	5ft 7in	9ft 6in
	Lavatory (part)	2ft 6in	3ft 2in	9ft 6in
	Chemical Mixing	8ft	6ft 6in	9ft 6in
	Chemical Mixing (part)	4ft 6in	3ft 6in	9ft 6in
	Dark Lobby	7ft	6ft 6in	9ft 6in
Parachute Store 6351/37 Building 73	Lobby	4ft 10in	4ft	7ft 5in
	Store	58ft	21ft	11ft 6in
	Lights	33ft	12ft 1in	4ft 4in
Workshops 6958/37 Building 76	Engine Repair Shop	108ft	30ft	21ft 3in
	Blacksmith & Acetylene	45ft	30ft	10ft 6in
	Fabric Worker's Shop	14ft 10	11ft	10ft 6in
	Machine Shop	33ft 7in	14ft	10ft 6in
	Corridor	45ft	3ft 9in	10ft 6in
	Office	19ft 10in	10ft 3in	10ft 6in
	Store & Valve Room	19ft 10in	10ft 3in	10ft 6in
	Airframe Repair Shop	96ft	30ft	21ft 3in
Aircraft Shed, Type 'J' (Airfield Side Annexe) 13011/39 Buildings 83 & 93	Clerks' Office	18ft 4in	17ft 4in	12ft 7in
	Store	18ft 4in	3ft 10in	12ft 7in
	Lobby	18ft 9in	3ft 10in	12ft 7in
	CO	17ft 4in	8ft 8in	12ft 7in
	Adjutant	17ft 4in	11ft	12ft 7in
	Lobby	18ft 9in	4ft	12ft 7in
	Passage	33ft 6in	3ft 10in	12ft 7in
	CO	21ft 8in	11ft 9in	12ft 7in
	Flight Commander	6ft 9in	4ft 4in	12ft 7in
	Flight Commander (part)	17ft 6in	16ft 6in	12ft 7in
	Flight Sergeant	9ft 9in	4ft 4in	12ft 7in
	Flight Sergeant (part)	21ft 8in	8ft 2in	12ft 7in
	Flight Store	21ft 8in	8ft	12ft 7in
	Navigation Officer	21ft 8in	12ft 6in	12ft 7in
	Pilots' Room	42ft 3in	21ft 8in	12ft 7in
	Covered Way	24ft 10in	10ft	12ft 7in
	Locker Room	45ft 2in	21ft 8in	12ft 7in
	Instrument Room	32ft 10in	21ft 8in	12ft 7in
	Engineer	17ft 6in	8ft 6in	12ft 7in
	Clerks	8ft 5in	4ft 4in	12ft 7in
	Clerks (part)	12ft 9in	21ft 8in	12ft 7in
	Flight Commander	21ft 8in	11ft 9in	12ft 7in
	Lobby	18ft 9in	3ft 10in	12ft 7in
	Flight Sergeant	21ft 8in	9ft 1in	12ft 7in
	Passage	13ft 4in	3ft 10in	12ft 7in
	Flight Store	21ft 8in	9ft	12ft 7in

Appendix 2 (contd) – Room Inventory – (28 February 1941)				
Building	**Room**	**Length**	**Width**	**Height**
Aircraft Shed, Type 'J' (Tech Site Side Annexe) 13011/39 Buildings 83 & 93	Battery Charging Room	21ft 11in	17ft	12ft 7in
	Lobby	21ft 11	4ft	12ft 7in
	Workshop Area	27ft	21ft 11in	12ft 7in
	Oil Paint & Dope Store	24ft 1in	21ft 11in	12ft 7in
	W/T Workshop	24ft 7in	21ft 11in	12ft 7in
	W/T Store	21ft 11in	10ft	12ft 7in
	Auto Pilot Workshop	24ft 9in	21ft 11in	12ft 7in
	Store	21ft 11in	12ft 1in	12ft 7in
	Valve Chamber	21ft 11in	4ft 2in	12ft 7in
	Covered Way	24ft 11in	10ft	12ft 7in
	Flight Machine Gun Stripping Room	21ft 11in	20ft 4in	12ft 7in
	Spare Equipment	31ft	21ft 11in	12ft 7in
	Aircraft Equipment	32ft 6in	21ft 11in	12ft 7in
	Ground Equipment	27ft	23ft	12ft 7in
	Lobby	21ft 11in	4ft	12ft 7in
	O/R's Lavatories	17ft 8in	8ft 3in	12ft 7in
	Officers' Lavatories	21ft 11	8ft 4in	12ft 7in
	Passage	8ft 7in	4ft	12ft 7in
Fire Tender Shelter 9842/39 Building 84	Fire Tender	33ft	12ft 4in	14ft 6in
	Floodlight Trailer	33ft	12ft 4in	14ft 6in
Watch Office with Met Section Ground Floor 5845/39 Building 85	Watch Office	36ft	12ft	10ft
	Corridor	16ft	4ft 6in	10ft 2in
	Passage	12ft 2in	4ft 6in	10ft 2in
	Duty Pilot's Rest Room	12ft 2in	11ft 2in	10ft 2in
	O/R's Lavatory	10ft 6in	8ft 6in	10ft 3in
	Hall & Stairs	19ft 1in	7ft 8in	10ft 2in
	Officers' Lavatory	10ft 6in	5ft	10ft 3in
	Cylinder Store	10ft	5ft 9in	10ft 3in
	Met Store	8ft 4in	5ft 9in	10ft 2in
	Teleprinter Room	13ft 9in	10ft 7in	11ft 2in
	Forecast Room	17ft 9in	16ft	10ft 2in
Watch Office with Met Section First Floor 5845/39 Building 85	Stairway	14ft 6in	7ft 8in	10ft 6in
	Met Officer's Bedroom	10ft 6in	9ft 1in	10ft 6in
	Control Officer's Rest Room	13ft 3in	9ft	10ft 6in
	Control Room	36ft	19ft 11in	10ft 4in
	Signals Office	18ft 5in	10ft 6in	10ft 6in
	Signals Office (part)	13ft	5ft 9in	10ft 6in
	Store	10ft	5ft	10ft 6in
	Balloon Filling Room	10ft	10ft	8ft
Night Flying Equipment Store 3235/39 Building 86	NFE Store	29ft 2in	17ft 1in	10ft 6in

Appendix 3 – Buildings Demolished Before 2004

Plate 150: Blast shelter, decontamination centre and additional Nissen ward block 1951. Photo: TNA

Plate 151: Decontamination centre Type 'G' 1951, Photo: TNA

Plate 152: Watch Office with Meteorological Section (85)
1976

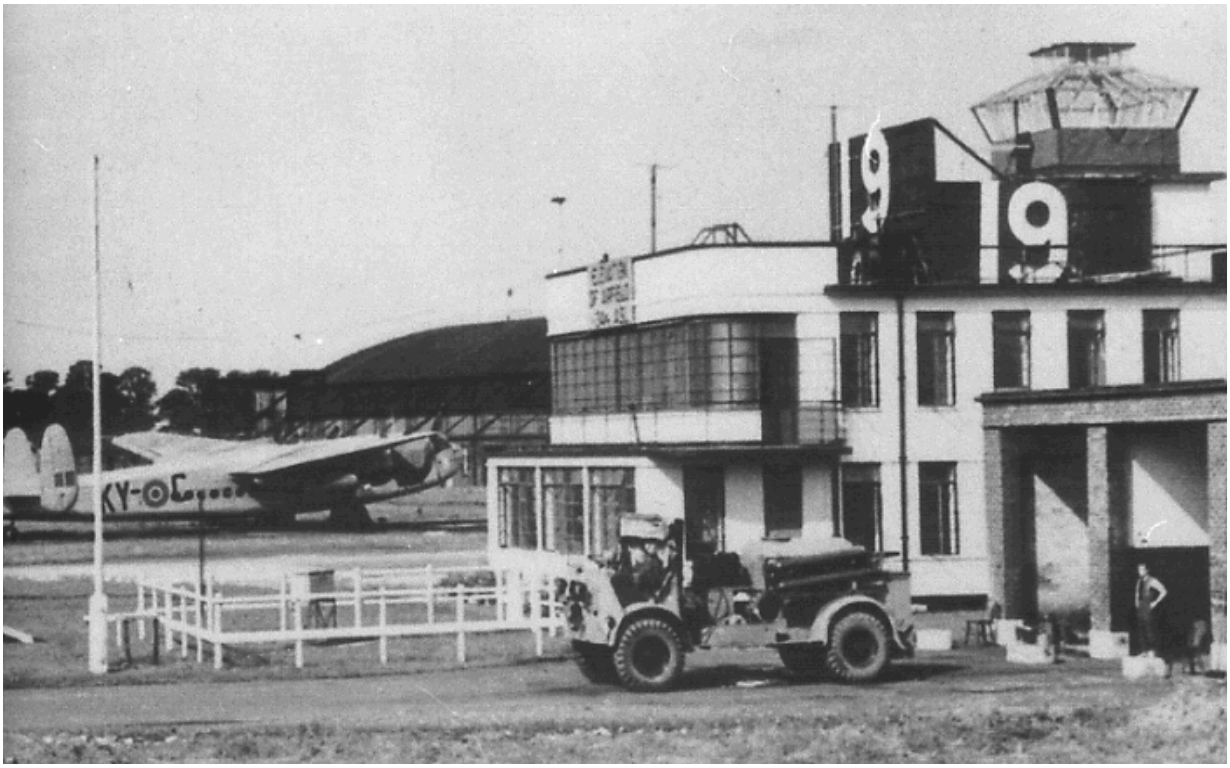


Plate 153: Watch Office with Meteorological Section (85)
c.1947

Plate 154: RC Church (160)
1999

Plate 155: RC Church (160)
1997

Plate 156: Standby house (179)
1999

Plate 157: Standby house (179)
1999

Appendix 4 – Sources, Drawings

Drawings held by Clerk of Works, Waterbeach

481/37	Components Storehouse – GA
6225/37	MT Shed for 2 Vehicles – GA
6280/37	Works Services Building – GA
6351/37	Parachute Store – GA
8042/38	Sergeants' Quarters – GA
8060/38	Combined Dining Room & Institute – Elevations
17368/38	Grocery Shop & Store – GA
6659/39	Squash Court – GA
15113/39	Link Trainer Building – GA
15344/39	RAF Oakington – Site Plan
16720/39	Fuel Bunkers for Type 2A Central Heating Station – Plan
16285/39	Central Heating Station – Details of tower flue
15274/39	Type B4 Aviation Petrol Installation – GA
M&E 3612/40	Armoury for Bomber Stations – electric lighting & power – Plan
S/3/L/1	Bomb Fuzing Points – GA
5416/40	Danger Buildings – Bomb Stores GA
6666/43	Typical Road Arrangement & Setting–Out of Fuzing Point Buildings
6177/43	HE Fuzing Point Buildings – GA
M&E 3924/53	Electrical Distribution Centre – GA
10105A/58	Squadron Dispersal Building – GA
NAO/221/64	Record Site Plan
NAO/55/76/3	Training Theatre – Plan
NAO/2783	Squash Racquets Court – GA
S202/79	Record Site Plan
AB/1/1	Provision of Refueller Servicing Bay – GA
ALG/1	Extension to Varsity Line Crew Building

Drawings Held by ARG

1725/36	Station Headquarters & Operations Room – Elevations
6351/37	Parachute Store – GA
7064/37	Main Stores – GA
7503/37	Sick Quarters & Annexe – GA
7616/37	Armoury – GA
496/38	Guard & Fire Party House – Plans
778/38	MT Vehicle Sheds – GA
7859/38	Sergeants' Mess & Quarters – Elevations
9967/38	Barrack Block Design 8/84 – Elevations

1132/38	Barrack Block Type 8/84 – Sections
5836/39	Aircraft Shed Type ‘J’ – GA
14557/39	Sergeants' Mess & Quarters – Quarters for 35 – GA
2425/40	Annexe to Sick Quarters – GA
3653A/42	Type T2 Hangar – GA
2291/34	Officers' Mess Design B Mess – Elevations
3518/36	Officers' Mess & Quarters – West Wing Block Elevations
8550/37	Station Headquarters – Elevations
3043/38	Officers' Mess – Quarters for 44 – Elevations
4969/38	Works Services Building – Setting out plan
7858/38	Sergeants' Mess & Quarters – Plan
8055/38	Combined Dining Room & Institute – Plan
11527/38	Sergeants' Mess & Quarters Elevations
1612/39	Petrol Installation – GA
3005/39	Annexes to Type J Aircraft Shed – GA
31642/42	Bomb Stores – GA
5143/43	Marston Shedding – GA
4303/43	Dinghy Shed – details of fittings
2075/43	Synthetic Navigation Classroom – GA
784/45	RAF Oakington Site Plan
785/45	RAF Oakington Dispersed Sites Site Plan
6342/54	RAF Oakington – Site Plan

Appendix 5 – Sources, National Archives

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AIR 28/612	RAF Oakington ORB	1944, March–May
AIR 28/613	RAF Oakington ORB	1944, June–July
AIR 28/614	RAF Oakington ORB	1944, August–September
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T180/96	Oakington	1957–1958

Appendix 6 – Secondary Sources

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